PROJECT 10073 RECORD

1. DATE - TIME GROUP

3 August 65 03/1835Z

2. LOCATION

Santa Ana, California

3. SOURCE

Civilian

4. NUMBER OF OBJECTS

One

5. LENGTH OF OBSERVATION

15 Seconds

6. TYPE OF OBSERVATION

Ground-Visual

7. COURSE

Over Horizon

8. PHOTOS

☒ Yes Copies of
☐ No Enlargements

9. PHYSICAL EVIDENCE

☐ Yes
☒ No

10. CONCLUSION

Other (HOAX)

Photo analysis indicates that the pictures of the object did not represent the visual conditions of the sighting.

11. BRIEF SUMMARY AND ANALYSIS

Three poloroid photos taken in 15 seconds of object reportedly 30 ft in diameter. Object made turn and went over the horizon in 15 seconds. Photos taken through car window (open). Photos 1 and 2 shoed the object the same distance from the camera lens, and the third slightly farther away. All prints showed object within 50 ft of camera lens. Size assumed to be about on ft in diameter and less than 3 ft.

FORM
FTD SEP 63 0-329 (TDE) Previous editions of this form may be used.

ENGINEERING SUPPORT WORK REQUEST

☐ ENGINEERING ANALYSIS ☒ PHOTO ANALYSIS ☐ MACHINE COMPUTATION

PPT NUMBER: A6010301

DESCRIPTION OF WORK: Request photo interpretation of the attached alleged flying saucer newspaper clipping. This information is needed by 1500 hours, 22 Sep 65, as the Secretary of the Air Force, Office of Information must be prepared to make a news release at 1530 hours regarding this newsclipping.

REFERENCE MATERIAL: Newsclipping of photos allegedly taken 3 Aug 65. Request all material be returned upon completion of analysis.

REQUESTED BY Maj H Quintanilla, Jr SYMBOL TDEW/UFO PHONE 69216/66378

I CERTIFY THAT THIS WORK IS AUTHORIZED BY ME AND THAT IT HAS THE FOLLOWING PRIORITY AND DEADLINE WITHIN MY DIVISION.

	1500, 22 Sep 65		22 Sep 65
PRIORITY	DEADLINE DATE	SIGNATURE OF APPROVING DIVISION CHIEF	DATE

ENGINEERING SUPPORT MONITOR ______ ASSISTANT ______

FINAL WORK TO BE IN FORM OF :

☐ ENGINEERING NOTE ☐ COMPUTATION ☐ PI REPORT ☐ DRAWING ☐ PROGRAM

WORK REQUEST APPROVED BY: ______ DEADLINE DATE ______

PRIORITY NUMBER ☐ ONE ☐ TWO ☐ THREE

WORK ORDER NUMBER

FTD FORM SEP 64 462 Previous editions may be used.

NOV 2 1965

TDEW/UFO

Request for UFO Information, Captain Reichmuth

Hq USAF SAFOICC (Mrs Hunt)
Wash D C 20330

Analysis of data submitted by you concerning the photos taken by Mr Heflin on 3 Aug 65 at Sanna Anna, California, has been completed. We are attaching two copies of the photo analysis report. It is suggested that one copy be retained for your file and the second copy given to Mr Heflin. This evaluation was based on enlargements of the polaroid pictures. If the original prints are received, this analysis may be altered.

FOR THE COMMANDER

ERIC T de JONCKHEERE, Colonel, USAF
Deputy for Technology and Subsystems

1 Atch
Photo Analysis Report

ORIGINATOR H. Quintanilla Jr. DATED 1 Nov 65
TDEW/UFO Maj H Quintanilla, Jr

OFFICIAL FILE COPY

TDEW/ufo

Blue Penciled

Every time flying saucer believers think they've got the Air Force pinned down, the boys in Project Blue Book at Wright-Patterson come up with an answer.

The latest saucer to get smashed belonged to Californian Rex Heflin, an Orange county highway department inspector. He nailed an unidentified flying object with his Polaroid camera in August.

Mr. Heflin said the thing was 30 feet in diameter and eight feet thick. The Air Force, checking the saucer against highway pavement in the two pictures, estimated its size at less than one foot in diameter.

Apparently the Air Force doesn't believe in Mr. Heflin's observations. No doubt he doesn't believe in theirs.

Assuming the Air Force is right and Mr. Heflin is wrong, however, what about that teensy-weensy pilot and his tulip-high navigator?

[illegible]

2 letters

Heflin Photos

DEPARTMENT OF THE AIR FORCE
WASHINGTON

OFFICE OF THE SECRETARY

6 Dec 65

Dear **Mr Rankow**

The Air Force evaluation of the three photographs of an alleged unidentified flying object taken by Rex Heflin of Santa Ana, California, is based on enlargements made from copies of the original prints.

The camera was probably focused on a set distance and not on infinity as the terrain background was blurred in all three photographs. The center white stripe on the road and the object appeared to have the same sharp image. Therefore, it is believed that the object was on the same plane as the center white stripe (or closer) to the camera and could not possibly be the size reported. Using the width of the road as a factor, the size of the object was estimated to be approximately one to three feet in diameter and 15 to 20 feet above the ground.

Sincerely,

JOHN P. SPAULDING
Lt Colonel, USAF
Chief, Civil Branch
Community Relations Division
Office of Information

Mr Ralph Rankow
1145 Broadway
New York 1, NY

RALPH RANKOW

Photographic Illustrations

1145 BROADWAY • NEW YORK 1, N. Y. • MU 4-6660

Nov. 30, 1965

Maj. Hector Quintanilla, Jr.
Chief, Aerial Phenomena Branch
Wright-Patterson AFB,
Ohio 45433

Dear Sir:

On Oct. 28 th, I wrote to you, requesting information on the Rex Heflin photographs. To date, I have never received your reply.

I would appreciate knowing the results of your photo analysis and your reasons or whatever conclusion you have come to.

Your cooperation will be greatly appreciated.

Sincerely yours,

Ralph Rankow

Ralph Rankow

UFO

RALPH RANKOW
Photographic Illustrations
1145 BROADWAY • NEW YORK 1, N. Y. • MU 4-6660

Nov. 30, 1965

Chief, Public Information Div.
Dept. of the Air Force
Washington, D.C.

Dear Sir:

Can you give me information on the following?

What was your evaluation of the Rex Heflin photographs taken in California this past August?

How many photographs did Mr. Heflin submit to you?

Has Mr. Heflin's character been checked into, to determine if a hoax is likely?

Thank you for the information.

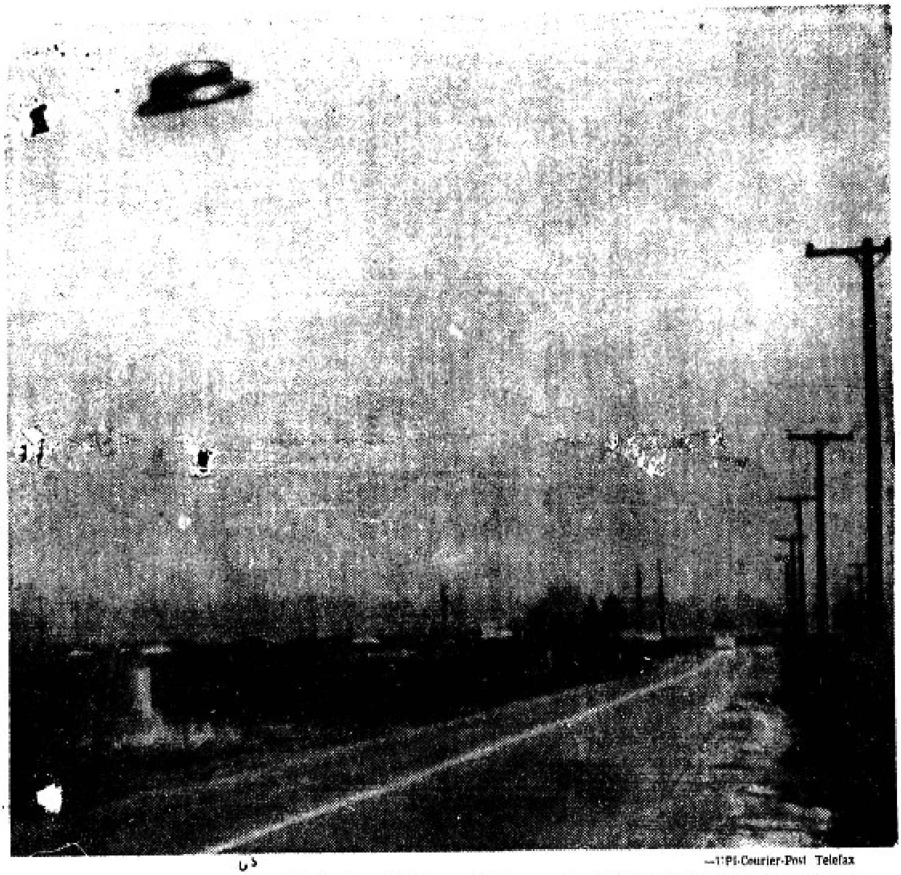
Sincerely yours,
Ralph Rankow
Ralph Rankow

RALPH RANKOW
Photographic Illustrations
1145 BROADWAY
NEW YORK, N. Y. 10001

1965

5¢ U.S. POSTAGE
CHRISTMAS

Chief, Public Information Div.
Dept. of the Air Force
Washington, D.C.



—UPI-Courier-Post Telefax

PICTURE taken Aug. 3 near Santa Ana, Calif., Marine Corps Air Facility shows saucer-shaped object. Photo was taken by Rex Heflin, county highway department investigator, about time numerous UFO sightings were reported in area, and has just been released.

NOV 18 1965

TDEW/UFO

UFO Photo Analysis

Hq USAF SAFOI-CC (Mrs Hunt)

1. Reference your recent telephone conversation with Major Hector Quintanilla of TDEW and the attached memo concerning Congressional interest in two polaroid pictures. These pictures were submitted to the photo analysis directorate at FTD for analysis.

2. The attached letter dated 15 November states that analysis of this type of print would be meaningless. Should the individual who submitted the prints desire an evaluation, it is essential that he submit the original negatives and the desired camera information.

FOR THE COMMANDER

ERIC T de JONCKHEERE, Colonel, USAF
Deputy for Technology and Subsystems

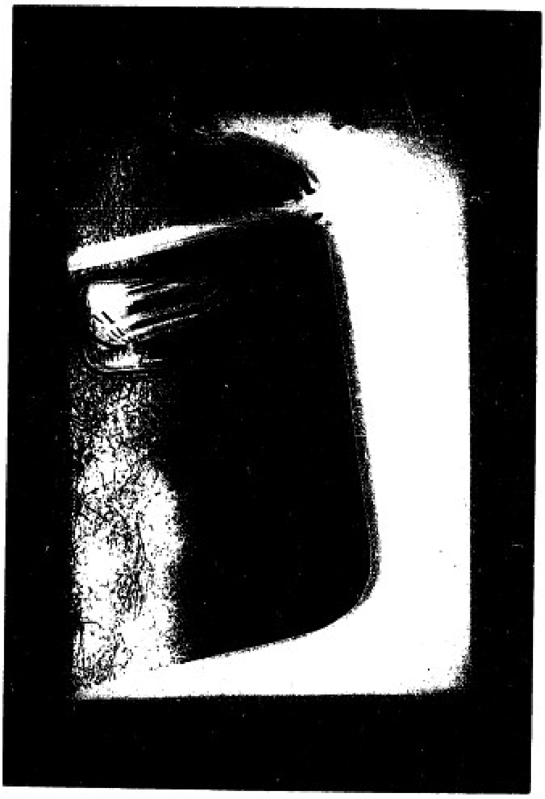
3 Atch
1. Memo/Congressional interest
2. Two polaroid pictures
3. Ltr Photo Analysis

ORIGINATOR H Quintanilla Jr DATED 16 Nov 65
TDEW/UFO Maj H Quintanilla, Jr

TDEW Louis DeRoze 17 Nov 65

OFFICIAL FILE COPY

TDEW/afar



No Case, Information Only
Source: Saucer News, Vol. 12, No. 4
Dec 65

Santa Ana, California
3 Aug 65

FLYING OBJECT CAUGHT ON FILM IN CALIFORNIA: On August 3rd, a county highway department investigator in Santa Ana, California, took three photographs of a UFO which was flying near the Marine Corps Air Force facility there. According to the photographer, the object was close enough for him to be able to estimate its dimensions. He said that it was 30 feet in diameter and 8 feet thick. It was in sight for only about 15 seconds.

The highway department investigator, named Rex Heflin, added that the object made no sound, and had a beam of white light which rotated underneath it. He also stated that he tried to communicate by two-way radio with his supervisor, to tell him about the UFO; but he found the radio inoperative, though it has worked well since then. This is apparently still another case of electromagnetic disturbances caused by the presence of UFOs.

The pictures, which are in our files, were taken in broad daylight, but are not clear enough to reproduce here. They show a flat-topped object with a rim below the main portion, something like a hat. Somehow we get a skeptical feeling about these pictures, though Mr. Heflin has stated that he is willing to take a lie detector test regarding their authenticity.

At least one other sighting was made in the vicinity of the Marine base at about the same time as Mr. Heflin's.

03/1830Z

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PHOTO ANALYSIS REPORT NR. 65-48

PAGE 1 OF 1 PAGES

DATE OF REPORT 14 August 1965

SUBJECT UFO Report

LOCATION Santa Ana, California

DATE 3 August 1965

PHOTOGRAPHY

AF ________ IR ________ QUALITY ________

P NRO 3 - 8X10 Prints & Investigating Reports

1. PURPOSE: This report is in response to work order No. 65-106 submitted by Major Quintanilla, Jr., (TDEW/UFO) requesting photo analysis of attached three photographs showing alleged unidentified flying object. The following analysis was conducted from three cropped, blown-up copies and not the original prints.

2. ANALYSIS: Although it is not possible to disprove size of the object from the camera information submitted and distances to the object quoted in the report by Mr. Rex E. Heflin, we feel that the following is the true case. The camera was probably focused on a set distance and not on infinity, as the terrain background was blurred on all three photographs. The center white stripe on the road and the object appeared to have the same sharp image. Therefore, it is felt that the object was on the same plane as the center white stripe or closer to the camera and could not possibly be the size quoted in the report. Using the width of the road as a factor, it was estimated the size of the object to be approximately one to three feet in diameter and approximately fifteen to twenty feet above the ground.

3. A test was conducted by the FTD Photo Analyst and Photo Processing personnel with the results shown on the attached photos. The photographs were taken with a Poleroid Camera, Model 110A using 200 ASA film. Focal length 129mm, aperture F32 at 300th of a second, focused on a distance of 15 feet. The object seen in the photographs was a 9" in diameter vaporizing tray, tossed in the air approximately 8 to 12 feet high at a distance from the camera of approximately 15 to 20 feet. The result of the test shows surprising similarities between the object on the test photography and the object on Mr. Heflin's photography.

PHOTO ANALYSIS BY:

Frank E. McPeak
FRANK E. MCPEAK
Intelligence Research Specialist

APPROVED BY:

ROBERT L. BASE
Captain, USAF
Chief, Photo Analysis Division

WILBER PRICE, JR.
Director,
Photo Exploitation Directorate

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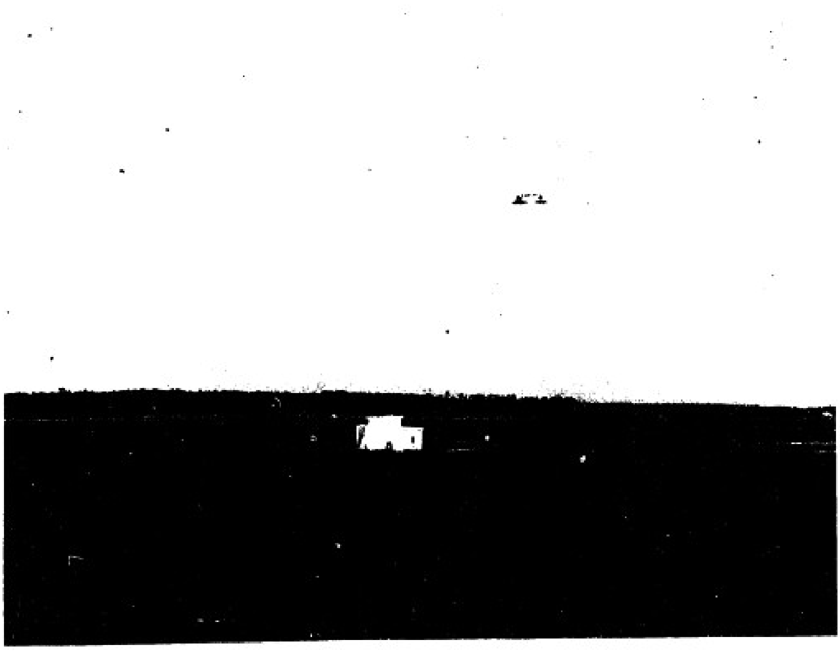

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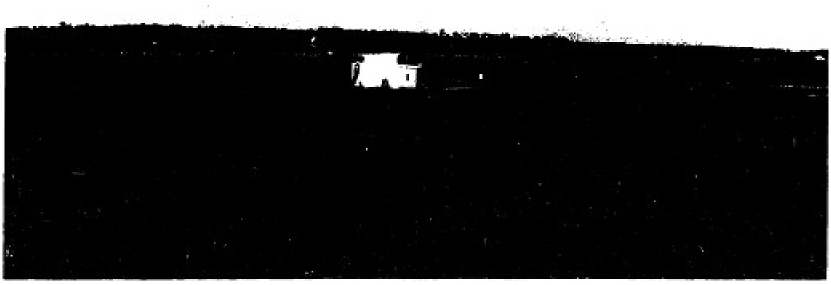

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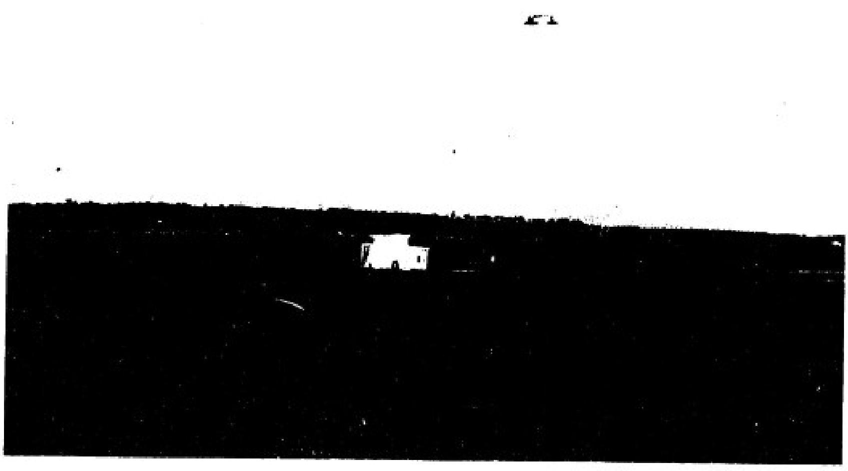

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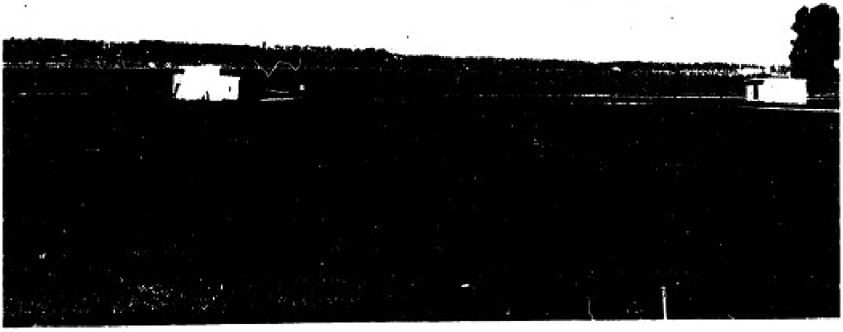

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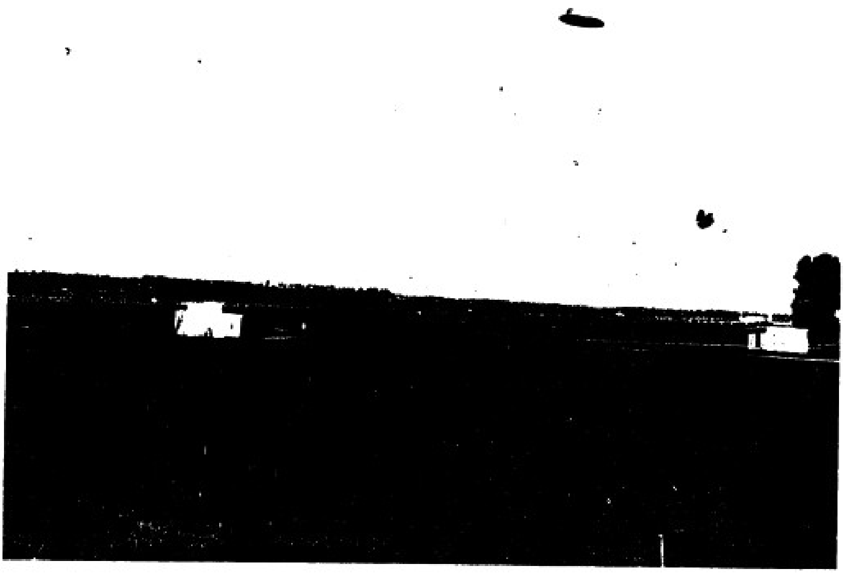

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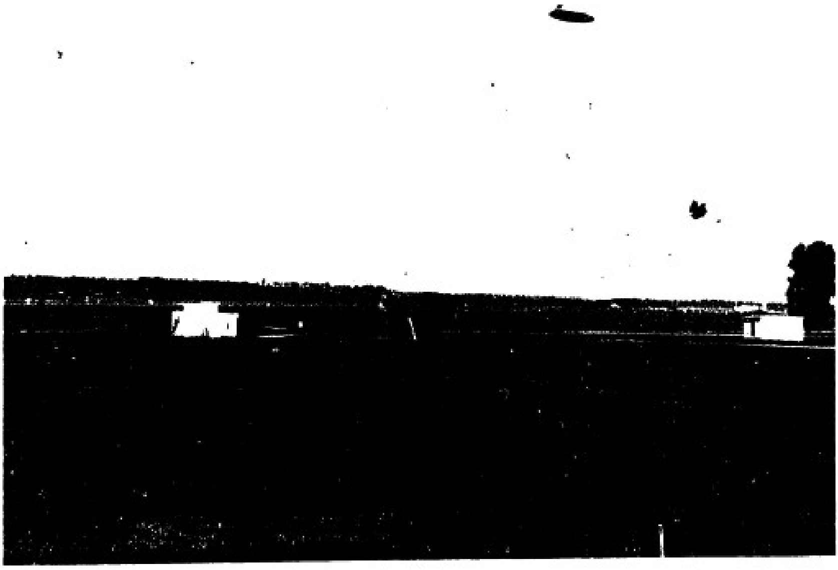

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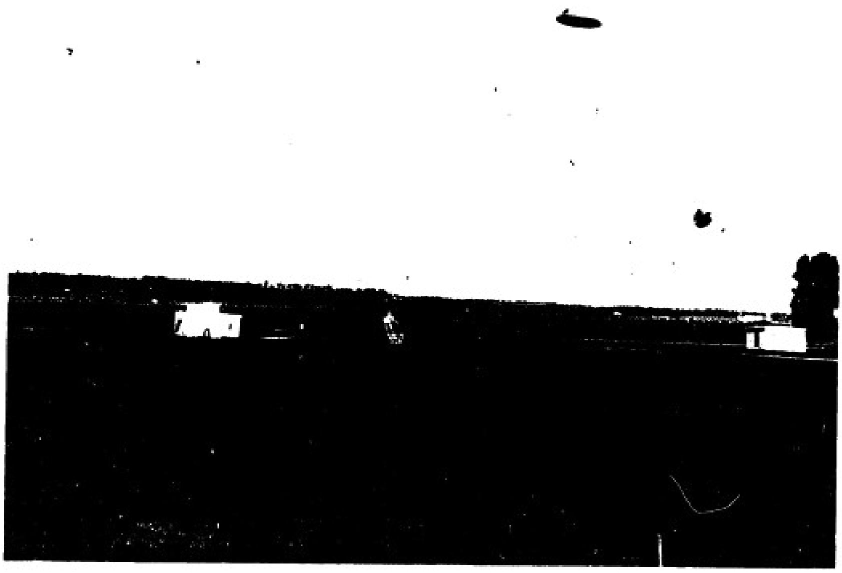

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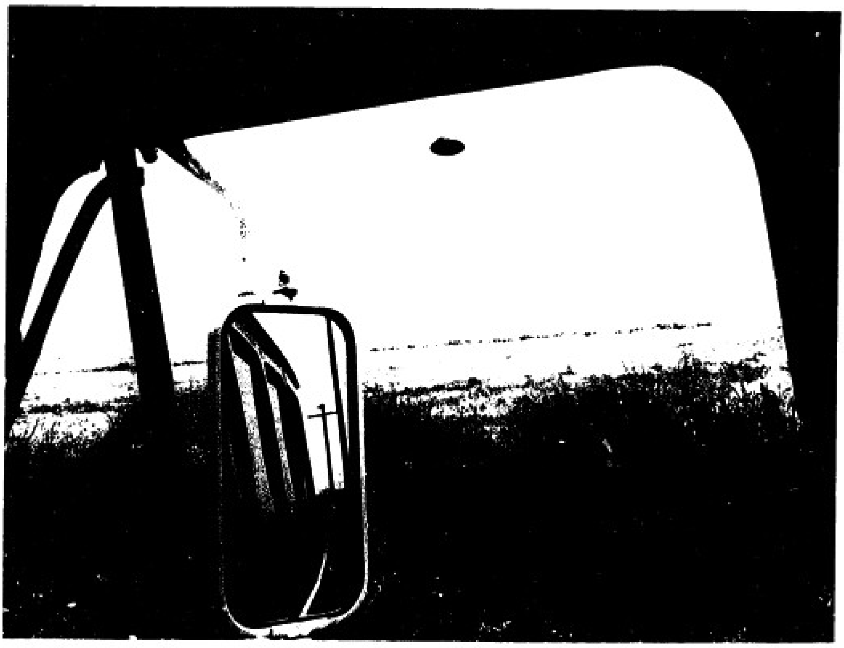

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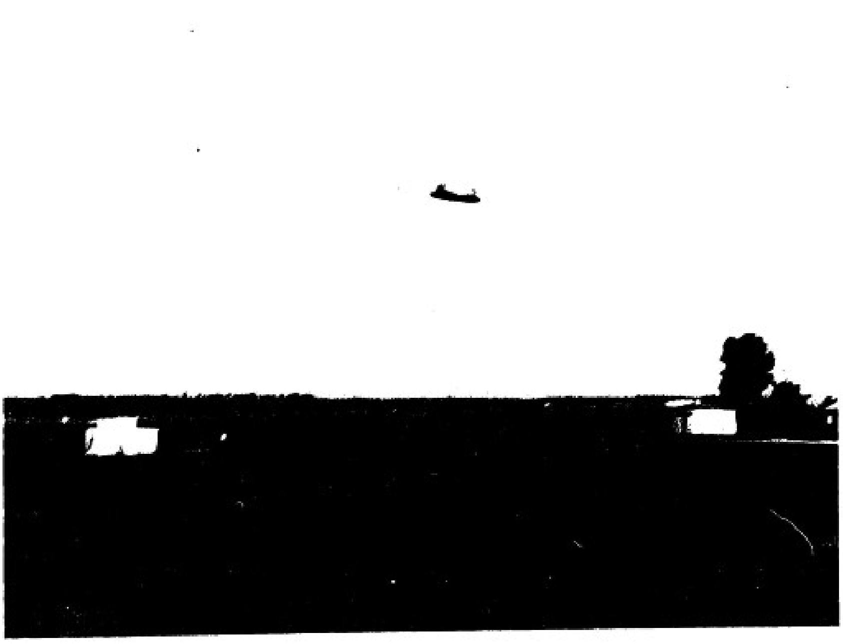

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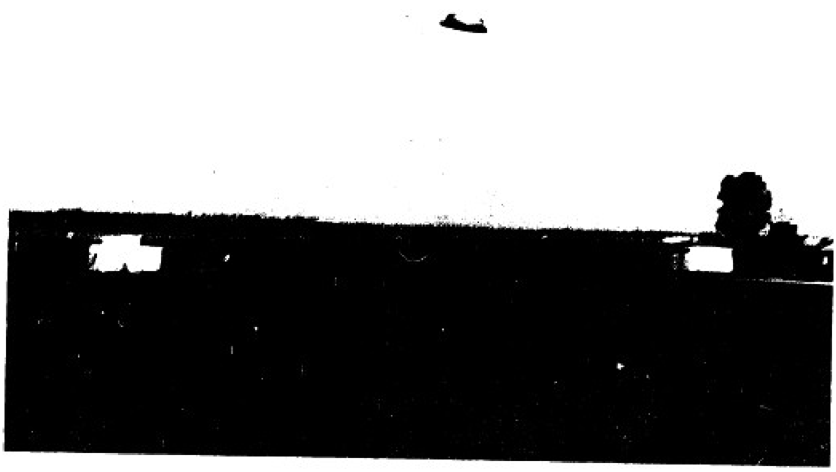

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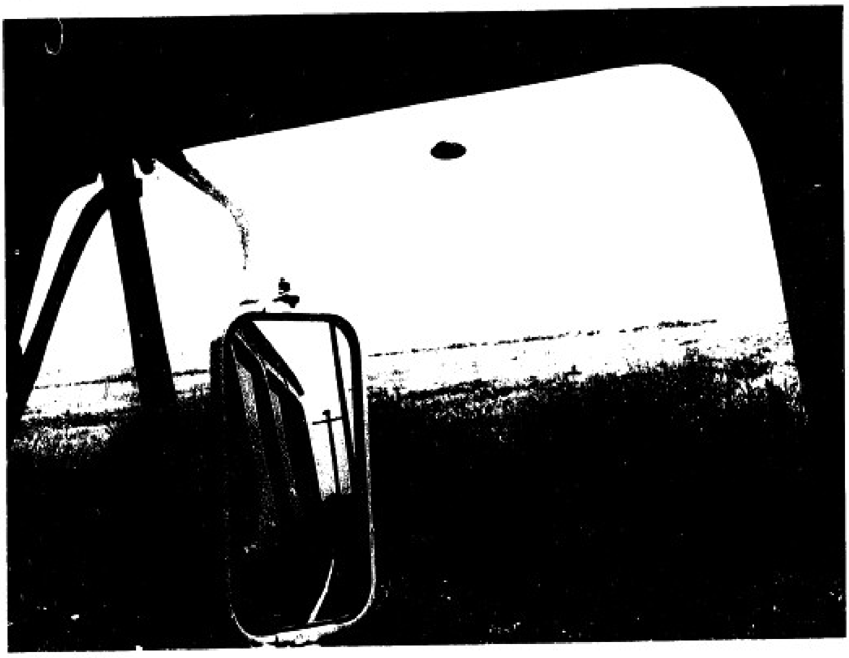
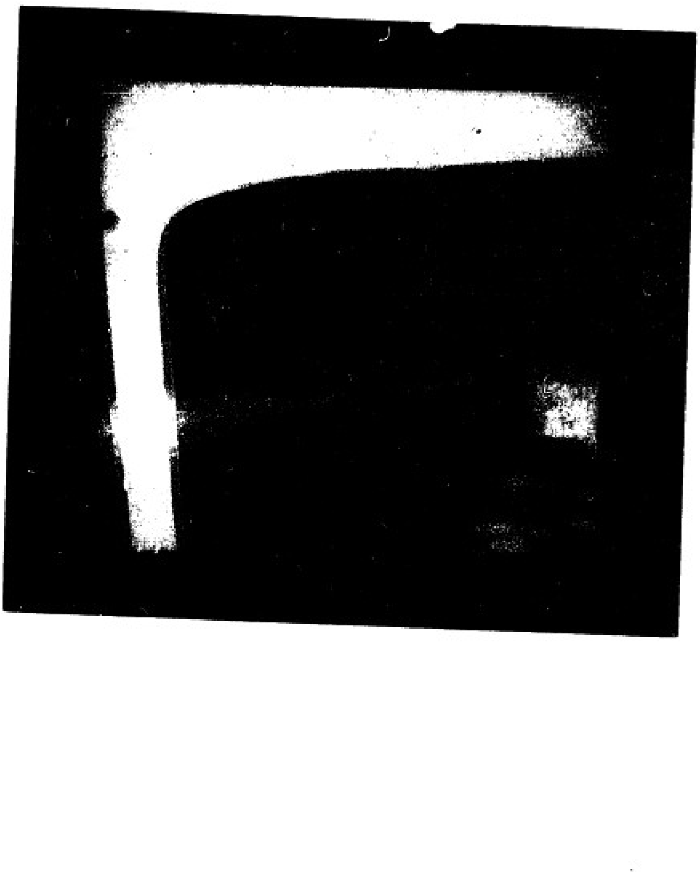
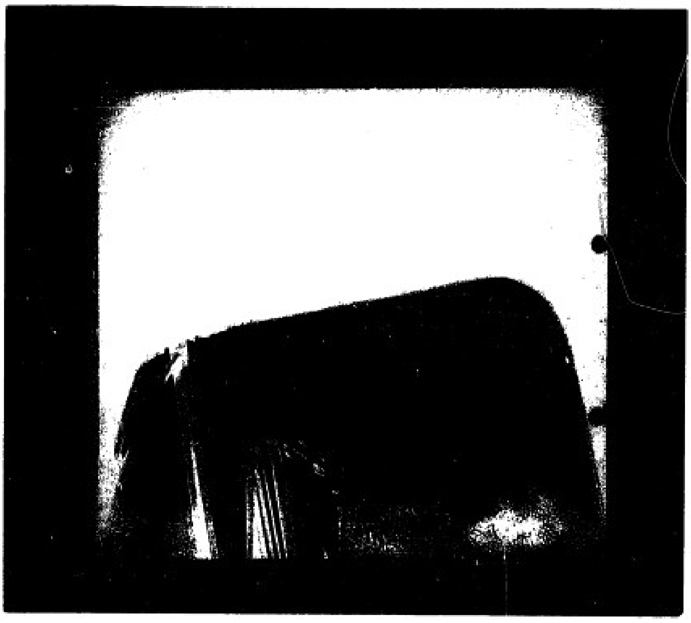
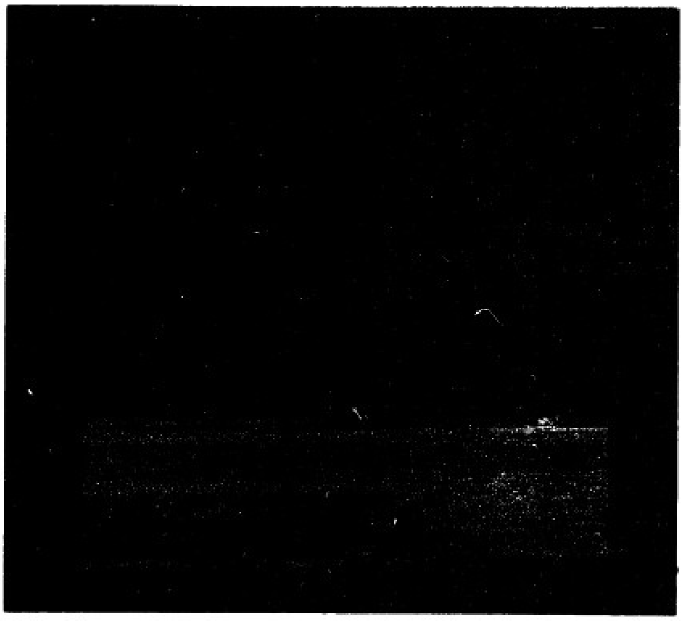
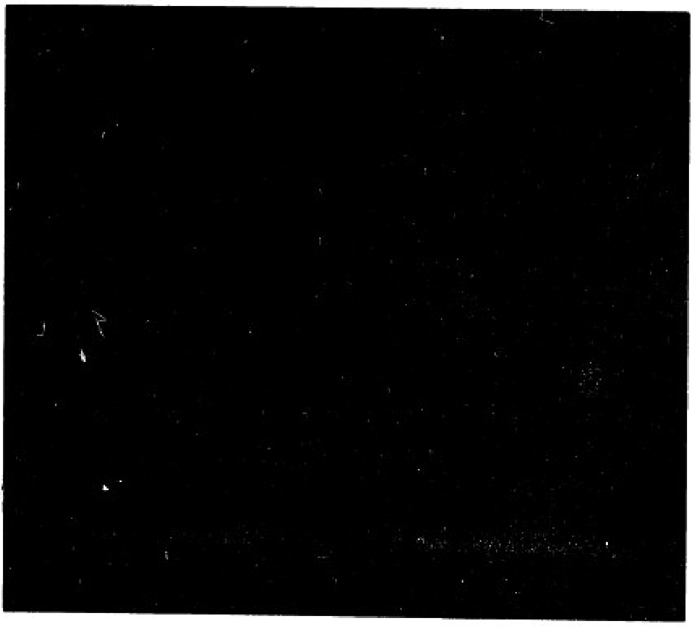










MEMO ROUTING SLIP	NEVER USE FOR APPROVALS, DISAPPROVALS, CONCURRENCES, OR SIMILAR ACTIONS		ACTION X
1 TO Maj. Quintanilla TDEW		INITIALS	CIRCULATE
		DATE	COORDINATION
2			FILE
			INFORMATION
3			NOTE AND RETURN
			PER CONVERSATION
4			SEE ME
			SIGNATURE

REMARKS

Mr. Heflin requests that he be informed as to the nature of UFO and desires to know what the final official PI analysis reveals.

This office would like to know also.

FROM F. Reichmuth (SSFA)
Capt USAF SSD

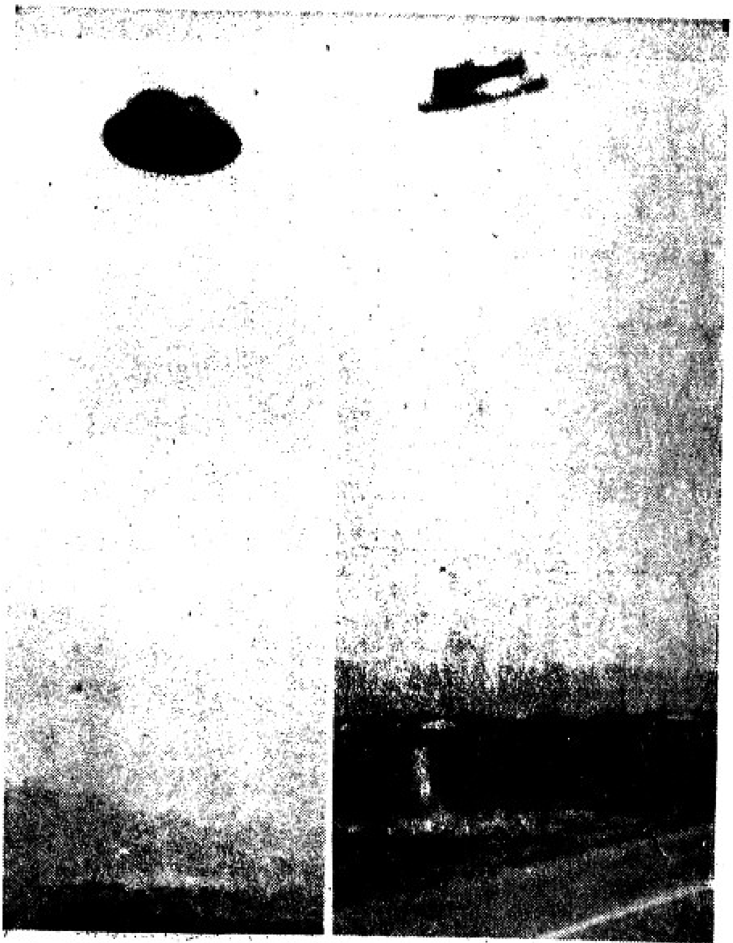
DATE 1 Oct 65

PHONE x 33310

DD FORM 1 OCT 60 95 Replaces DD Form 94, 1 Feb 50 and DD Form 95, 1 Feb 50 which will be used until exhausted.

GPO 1961 : 0—596753

Source: Denver Daily News, 22 Sep 65



CAN YOU BELIEVE THE CAMERA EYE?

SANTA ANA, Calif., Sept. 21—Rex Heflin may not be the fastest gun in the West, but he sure is fast on the camera trigger. On Aug. 3, Heflin, who is an investigator for the Orange county highway department, was doing a little investigating around the Santa Ana Marine air base. He's a guy that doesn't believe in flying saucers. But there in the sky, hovering near the base, was an object. He whipped out his trusty camera and took two pictures of something that does look round and flat and saucer-like. Later he said the object was 30 feet in diameter, eight foot thick and visible for 15 seconds.—UPI

MEMO FOR THE RECORD: CONVERSATION WITH CAPT REICHMUTH, SSD regarding photos of Heflin. He will try to stick the photos, the Marines reports and a few comments in an evelope this afternoon. He had spoke to Mr Heflin for approximatey 3½ hours last Thursday, 24 September 1965. The Marines had contacted Mr Hefling and returned the original pictures to Mr Heflin. Supposedly NORAD and Boeing contacted him the day after the photos appeared in the newspaper. He said that Mr Heflin appeared to be on the up and up. A gentlemen from NORAD with credentials had visited Mr Heflin regarding the phtographs. Mr Heflin gave the originals to this man without any receipt. He had given them to the Marines without any receipt and gotten them back so figured he would do the same to NORAD, said if he got them back he would give them to Capt Reichmuth without a receipt also. SAFOI and Capt Reichmuth have tried to find out who the gentlemen from NORAD was. So far nobody knows. A person from ~~NX~~ NPIC of St Louis had called Mr Hefling regarding phtoos. The reason they were upset about the news releases was that some estimates given by the photo people at SSD were that the object was maybe 5-8ft in diameter or 30-60 ft in diameter. One photo the man was sitting in a truck. They are sending all the measurements of the truck etc with the photos. The photo lab was unable to do a good analysis or take anytime because of a job they were working on.

NPIC = National Photographic Interpretation Center.

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HEADQUARTERS
SPACE SYSTEMS DIVISION
AIR FORCE SYSTEMS COMMAND
UNITED STATES AIR FORCE
LOS ANGELES AIR FORCE STATION
Air Force Unit Post Office, Los Angeles, California 90045

REPLY TO ATTN OF: SSFA (Capt Reichmuth/643-3310) 30 September 1965

SUBJECT: (U) Investigation Report, UFO Sighting, 3 August 1965, Santa Ana, California

TO: FTD (TDEW) Attn: Major Quintanilla
Wright-Patterson AFB, Ohio

1. Transmitted herewith are the results of the subject UFO investigation conducted by Captain Charles F. Reichmuth, USAF, Space Systems Division (SSFA), Los Angeles Air Force Station, Los Angeles, Calif.

2. This report involves the sighting and photography of a UFO by Mr Rex E. Heflin, employed by the Orange County Road Department, offices located in Santa Ana, California. Original Polaroid photographs are not available as of this date, and will be forwarded when and if made available.

FOR THE COMMANDER

WILLIAM J. TRIGG
LtColonel, USAF
Asst Deputy for Foreign Technology

6 Atch
1. Basic rpt IAW AFR 200-2
2. Narrative rpt and assessment
3. Copy of USMC G-2 (El Toro Marine Air Facility) Investigation Rpt
4. 3 8X10 glossy prints of UFO
5. Zerox copies of Atch 4
6. Zerox copies of newspaper articles re UFO

copy to:

SAFOI, Washington DC, Attn: Miss Sarah Hunt, w/Atch 1, 2, 3, 5 & 6

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INVESTIGATION REPORT
NAVMC 10441-GS (REV. 1-61)
SUPERSEDES PREVIOUS EDITION WHICH WILL BE USED

SUBJECT UNIDENTIFIED FLYING OBJECT; report of	DATE OF REPORT [illegible] September 1965
	REPORT MADE BY [illegible] Section
	REPORT MADE AT MCAS, El Toro (Santa Ana), Calif.
REFERENCE (a) [illegible]	ORIGIN OF CASE [illegible]
	CHARACTER OF INVESTIGATION Special Inquiry
ENCLOSURES (1) Photograph of UFO (2) Photograph of UFO (3) Photograph of UFO (4) Enclosure [illegible]	PERIOD COVERED [illegible] September 1965
	STATUS [illegible]
COPY TO [illegible] [illegible]; FILE	FILE NO. [illegible]

SYNOPSIS

[illegible]

1. This investigation was initiated upon receipt of SUBJECT from CWO W. H. [illegible] USMC, [illegible], FMFPac and was directed by the Commander, Marine Corps Air Bases, Western Area to determine the circumstances surrounding SUBJECT.

[illegible]

1. On [illegible] September 1965 CWO [illegible] reported to the ACofS, G-2/Inspector, Marine Corps Air Bases, Western Area, MCAS, El Toro (Santa Ana), California that the brother-in-law of his neighbor had seen and taken several photographs of an Unidentified Flying Object (UFO). [illegible] had obtained copies of the photographs from his neighbor Mr. William [illegible], [illegible] South Olive, Santa Ana, California. (Enclosures 1, 2 and 3)

2. Mr. William [illegible] was interviewed at his place of employment, Union 76 service station, Garden Grove and [illegible], Garden Grove, California at [illegible] on [illegible] September 1965. Mr. [illegible] identified the photos as taken by his brother-in-law Mr. Rex E. HEFLIN, [illegible] West Myrtle Street, Santa Ana, California.

3. Mr. Rex E. HEFLIN was interviewed at his residence, [illegible] West Myrtle Street, Santa Ana, California at [illegible] on [illegible] September 1965 concerning his knowledge of the UFO sighting.

4. Mr. HEFLIN stated substantially the following:

a. That he saw the UFO on 3 August 1965 between approximately [illegible]. When he first saw the object, he thought that it was a jet from MCAS, El Toro. However, he then noticed that it appeared to be hovering at approximately [illegible] feet and 1/8 to 1/4 of a mile away. He picked up his camera and started taking pictures. As he was taking the pictures, the object accelerated eastward toward the Saddleback mountains. He lost sight of the object due to the haze and distance.

SIGNATURE H. P. DOLYAK SSGT. USMC	APPROVED G. D. WOLVERTON COL. USMC G-2/INSPECTOR, MCAS, El Toro

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Attch 45

The object was in view approximately 15 seconds. The only noise he heard was from the helicopters at the Marine Corps Air Facility, Santa Ana, California. The object was silver in color, 25 to 30 feet in diameter and approximately 8 feet thick.

b. During the time that the UFO was in sight, he (HEFLIN) attempted to contact his supervisor by radio, but was unable to do so. In his opinion there was interference on the whole county road department net. After the object disappeared from view, HEFLIN was able to make contact with his supervisor by radio. The radio worked perfectly before and since the incident.

c. He is 37 years old and presently employed as an Investigator for the Orange County Road Department. Prior to his present position, he was a surveyor for the Road Department, and was a deputy sheriff for a short time.

d. After taking the pictures then he decided to send the photographs to LIFE magazine. He contacted the LIFE office in Los Angeles, California and they advised him to send the photographs to the New York Headquarters, which he did. The photographs were returned to him with a letter thanking him for the opportunity to publish the photographs and the subject was too controversial for their publication.

e. HEFLIN further stated that since his brother-in-law and a friend had expressed a desire to have copies of the pictures, he sent them to a drug store to have copies made. He picked up the copies and shortly there after was contacted by a reporter from the Santa Ana Register concerning the photographs. He loaned the originals to the newspaper, and was interviewed on 15 September 1965. The photographs were returned the same day.

f. HEFLIN has no idea how the reporter learned of the photographs, but assumed that the drug store was called.

g. During the interview with the Register reporter, the question was asked whether he (HEFLIN) would submit to a polygraph examination, concerning the UFO. HEFLIN stated that he would be willing to submit to a polygraph examination only if the Register or someone put up $1,000.00 with no results guaranteed. HEFLIN feels that from his experience as an investigator that the polygraph is not reliable enough and that if the examination turned out negative, it would endanger his job.

h. The original polaroid photographs were supplied to be copied and subsequently returned to Mr. HEFLIN.

AGENT'S NOTES

1. Mr. HEFLIN appears to be a well adjusted person, with no obvious personality quirks. He was quiet, cooperative, and logical at all times during the interview.

He is a model and electric train enthusiast, with a very extensive collection. On a shelf in his living room were some outstanding models of 2 old automobiles and 3 airplanes, all though they were the commercial plastic type, they were extremely well done in detail, over and above the average model builder.

Mr. HEFLIN did, however, avoid answering 2 questions.

Why the delay in reporting the sighting and the name of the store where he had the photographs copied.

2. A check with the Federal Communication Facility at Santa Ana, California reported that they had received no complaints of interference on UHF or VHF on 3 August 1965.

3. Marine Corps Air Station, El Toro radar control center log has no record of any unusual flight patterns or sightings on 3 August 1965.

4. Enclosure (4) answer [illegible] of enclosure (1) of reference (a).

END OF REPORT

DESCRIPTIVE DATA OF SIGHTING OF UNIDENTIFIED FLYING OBJECTS

1. Description of the object

   a. Circular
   b. Dims (Approximately 25 to 30 foot diameter - 8 feet thick)
   c. Silver
   d. One (1)
   e. Not applicable
   f. Rotating beacon light on underside of object
   g. None
   h. None (sound covered by helicopters at MCAF, Santa Ana)
   i. None

2. Description of course of object

   a. Reflection of light
   b. 150 feet high - 40 degrees magnetic
   c. Climbing - 70 degrees magnetic
   d. Hovering to acceleration straight line
   e. Disappeared in distance and haze
   f. Approximately 15 seconds

3. Manner of observation

   a. Ground visual
   b. No optical aids
   c. Not applicable

4. Time and date of sighting

   a. 031800Z-031830Z/AUG65
   b. Day

5. Location of observer

   a. Approximately 800 yards south of Santa Ana freeway on Myford Road

6. Identifying information on all observers

   a. Rex E. HEFLIN
      1307 West Myrtle Street
      Santa Ana, California.
      Investigator, Orange County Road Department

7. Weather and winds aloft conditions at time and place of sightings

   a. Bright, clear with slight haze
   b.

Surface	300 degrees	at 3 Knts
6,000	320 degrees	at 4 Knts
10,000	290 degrees	at 9 Knts
16,000	250 degrees	at 25 Knts

ENCLOSURE (1)

ITEM #7 Contd

20,000	110 degrees	at 32 Knts
30,000	240 degrees	at 37 Knts
50,000	250 degrees	at 45 Knts

c. Unlimited
d. 6 miles with haze
e. None
f. None

8. Observer reported radio net of County Road Department out during observation.

9. No interception or action taken.

10. No air traffic reported by observer (traffic in pattern at MCAS, El Toro.

11. NCOIC Counterintelligence section, MCAS, El Toro.

a. Comments: All though the observer was co-operative during interview, and seemingly honestly tried to answer all questions, observer did avoid answering question of delay in reporting, sighting and reproduction of photographs. After looking at photographs and at actual sight of observation, it appears as though there are some discrepancies, as listed below.

(1) Size, distance and altitude from observer
(2) No other observer, all though object reported hovering over or near heavy traffic on freeway (7 motor vehicles in background)
(3) FCC report of no radio interference.
(4) Rotating beacon light does not appear on underside of object as it should on a photo.

12. 3 photographs of object were taken of object with a polaroid model 101B on black and white film, speed 3000/207. Focal length 4 5/8" (from film).

FOR OFFICIAL USE ONLY

BASIC REPORT IAW AFR 200-2

UFO, 3 August 1965, SANTA ANA, CALIFORNIA

1. Description of object:

a. Object has a basically circular shape not unlike a man's flat, summer straw hat (see photographs, Atch 4).

b. Size of object: estimated to be about 30' in diameter with a vertical dimension of about eight feet.

c. Color was silver or metallic except for dark areas which appeared to be black.

d. One object only.

e. Not applicable.

f. See Atch 4 for details on features. Observer stated that when the UFO was tilted so that he could see the underside that he observed a small, narrow, rotating beam of light which began at the center of the underside of the object and ran to the outside edge of the object. The color of the light appeared to be either whitish or metallic such as that which could indicate light reflection from a relatively slow moving propeller or other rotating blade. In photo Nr 2 there is a faint indication of such a line running from the center outward at a relative bearing of about 280°. Officials in the G-2 office at El Toro stated that the light line was clearly visible in the original photo.

g. None observed.

h. No sound heard.

i. See photographs in Atch 4.

2. Description of course of object:

a. Object first noticed out of corner of observer's eye while driving an Orange County Road Department vehicle.

b. See photographs.

c. See photographs.

ATTACHMENT 1

Initially, object appeared to observer to be flying on a straight and level path in an ESE direction at about 150' altitude at a relatively low speed and at an estimated range of about 1/8 mile. Three photographs taken while object was on this flight path. After last photograph, object appeared to turn to a northeasterly heading and accelerated while climbing slightly.

e. Observer's attention was diverted for about two seconds; when he turned to look for the UFO again it had disappeared into the haze.

f. Observer estimated total period of observation to be about 15 seconds. Based on test of observer's ability to measure time, it is believed the duration of sighting would be closer to 25 seconds.

3. Manner of observation:

a. Ground - visual.

b. Not applicable.

c. Not applicable.

4. Time and date of sighting:

a. 3 August 1965, 1830Z (1130 PDT).

b. Day.

5. Observer was driving vehicle on Myford Road (heading NNE) and was approximately 3/8 miles to the SSW of the Santa Ana (San Diego) Freeway, which at that point runs from WNW to ESE direction. Mr Heflin stated that he was about one-fourth of the way from Robert Avenue to the freeway on Myford Street. A check with the Road Department's official map shows that the streets in that area are laid out in one-half mile squares. This would substantiate Mr Heflin's estimate that he was about 3/8 mile from the freeway. Based on the photographs, the G-2 investigator from El Toro went to the observation site and confirmed that these distances were essentially correct. This is in the general area of the city of Santa Ana and was within the flight pattern area of the El Toro Marine Corps Air Station, and ENE of the USMC Air Facility.

6. Identifying information on observer:

Name, Rex E. Heflin; age 37; date of birth, 18 October 1927; place of birth, Ottumwa, Iowa; address, 1107 W. Myrtle Street, Santa Ana, California (observer has moved to 1008 N. Parton in Santa Ana); telephone number, Area Code 714, 543-5049.

Occupation: Employed by Orange County Road Department as a highway traffic investigator. Mr Heflin has been with the department for 15 years.

Background, education and experience:

a. Completed three and one half years of college towards Business Administration degree. OJT with Road Department - traffic engineering, surveying, drafting, and inspection techniques with varying degrees of experience in all subject areas. His supervisor, Mr Herman Kimmel (400 W 8th Street, Santa Ana, telephone number 547-0547), considers him best qualified as a traffic investigator. Mr Heflin is also a former reserve police officer. He dropped his police duties because of increase in responsibility with his job in the highway department.

b. Mr Heflin's supervisors consider him to be a valuable employee possessing a good personality (friendly, good-natured, alert, mature, and normal in all respects). Based on a three and one half hour interview with Mr Heflin, the investigating officer could find no evidence to disagree with this estimate. Mr Heflin's supervisors also felt that his experience as a traffic investigator and inspector qualify Mr Heflin as an experienced, if not trained, observer.

7. Weather conditions: See Atch 3 of basic letter.

8. There was helicopter activity to the south (behind) of the location of Mr Heflin during the time of the UFO observation. Mr Heflin did not look for or see the helicopter since this was a common activity, however, he could hear the helicopter operating. In addition to the above weather conditions, it was confirmed that the weather was generally sunny, clear overhead, but that a large amount of ground haze existed which obscured vision in a horizontal direction or at angles of elevation below 30°. Visibility in a horizontal direction was estimated to be less than one mile.

9. No interception or identification action was taken on the date of sighting, however, a check made by the Marine Corps investigators indicated that no UFO was observed on the Marine Corps Air Facility radar at the time of the reported UFO observation.

10. See paragraph 8.

11. Investigating officer was Captain Charles F. Reichmuth, USAF, Director, Technical Support Directorate, Deputy for Foreign Technology, Space Systems Division, Systems Command.

12. Three photographs of the UFO were taken. Blow-up copies of the original prints are included as Atch 4 to the basic letter. The photographs were taken with a Polaroid camera Model 101 which is a standard item of equipment for Orange County Road Department officials. The camera has a focal length of 114 mm (about 4.134 inches); has a variable aperature varying from f8.0 to about f42.0; speed unknown but variable; picture format 3 1/4" x 4 1/4". The camera is fully automatic and utilizes a built-in light meter which automatically adjusts camera speed and aperature. The only controls are a black and white or color select and a shutter release button. The camera utilizes a black and white film pack utilizing film with a speed of ASA 3000.

Charles F. Reichmuth
CHARLES F. REICHMUTH
Captain, USAF
Investigating Officer

NARRATIVE REPORT AND ASSESSMENT

UFO, 3 AUGUST 1965, SANTA ANA, CALIFORNIA

1. The following is based upon investigation conducted personally by the Investigating Officer and from comments obtained from U.S. Marine Corps investigators and various press representatives, and includes a "guesstimate" of the chronological evidence involving the UFO sighting and the interplay of activities involving news media, the Marine Corps, the Air Force, and other unconfirmed agencies and officials.

2. At approximately 1130 hours PDT on 3 August 1965, Mr Rex E Heflin was driving SSW on Myford Road to check out a matter (not identified) pertaining to his job for the Orange County Road Department. After checking the item he turned his vehicle (Ford "van bus") around and began to head NNE, still on Myford Road. He was still traveling at only a few MPH (three to ten) when he first observed something out of the corner of his eye, out of the left side window of the vehicle. At first he assumed that it was a helicopter until the object was almost directly in front of his vehicle. Because of the unusual shape of the object, Mr Heflin quickly stopped the vehicle and grabbed the Polaroid camera which was on the front seat (SOP for traffic investigators), and took one picture of the object through the windshield. (NOTE: Marine Corps investigators determined that the object was at a bearing of 10° magnetic at the time the photograph was taken.) The UFO continued on an ESE course at slow speed. Mr Heflin was able to take two additional photographs of the UFO through the ~~left~~ right door window of his vehicle. (NOTE: Marine Corps investigators estimate that the bearing of the UFO in picture nr 2 was about 90° magnetic, and that the bearing of the UFO in picture nr 3 was about 70° magnetic.) This would indicate that picture nr 3 was taken after the UFO had changed course to a NE heading.

3. Mr Heflin's comment to the Investigating Officer varied somewhat from those given to the Marine Corps investigator. However, it is believed that the undersigned conducted a more thorough investigation and that Mr Heflin's comments which are noted below are essentially correct. Mr Heflin stated that he had attempted to use his two-way radio once or twice just before he sighted the UFO and could neither transmit nor receive any signal although the radio panel lights indicated that the radio was operational. Detailed questioning indicated that this definitely occurred before the UFO sighting and not during the UFO sighting. Mr Heflin stated that after the UFO had disappeared that he attempted to use his radio and found that it was working normally. He also stated that he had not had any other radio malfunctions in the preceding weeks.

ATTACHMENT Nr 2

4. Just after taking the third picture of the UFO, Mr Heflin heard a vehicle approaching from the rear. Concerned that he might have parked in an awkward postion, he turned around to see if there was enough road clearance for the vehicle to pass him. Noting that he was on the shoulder of the road, he immediately turned again to look at the UFO but found that it had "disappeared into the haze".

5. The Investigating Officer has noted some skepticism on the part of several individuals as to whether or not Mr Heflin could have observed the UFO, stopped his vehicle and taken three photographs - all in a 15 to 25 second time period. A check was made with people who are familiar with this particular model camera, and it was determined that an experienced man could easily take three photographs within a 12-second time period.

6. At the end of the working day, Mr Heflin returned to his office in the Road Department building and showed his photographs to several co-workers. They were subsequently filed in a desk drawer. After a few days (and after several duplicate photographs, conversations, comments, and general bull sessions), a friend of Mr Heflin who is a former employe of the Road Department convinced Mr Heflin that they should try to sell the photographs to LIFE Magazine. The friend was unidentified, however Mr Heflin's supervisor, Mr Kimmel, substantiated this bit of the story. The friend called the LIFE Magazine office in ~~New York~~ Los Angeles, and was informed that they were interested. Subsequently, the friend mailed the pictures to the Los Angeles office and presumably the photographs were forwarded to the main office in New York (or Chicago?).

About two weeks later the photographs were returned from New York(?) directly to Mr Heflin without written comment. At about the same time the Los Angeles office telephoned Mr Heflin to say that the main office had declined to utilize the pictures "because it was too controversial at the time". Time passed and apparently more copies of the pictures were made and handed out to various friends and friends of friends, until most of Santa Ana was saturated with the UFO pictures.

One of these pictures was obtained by a druggist who then apparently showed it to a friend, a customer who worked for the Santa Ana Register. On or about 18 September, Frank Hall of the Santa Ana Register contacted Mr Heflin, borrowed the three original prints, returned the originals to Mr Heflin, and wrote an article which was published with the UFO picture (Nr 1) in the Santa Ana Register on 20 September 1965. Two of the three photographs were released by the Register on 20 or 21 September to UPI. One or both of these pictures and accompanying articles were published by various newspapers on 21 September 1965.

Mr Heflin states that at no time did he verbally agree to the release of the photographs or sign a statement of release. He also stated he wished it had never happened.

On 14 September 1965, the G-2 office at the El Toro Marine Corps Air Station learned that the photographs existed and contacted Mr Heflin on 18 September. See their report in Atch 3 to the basic letter.

Mr Heflin stated that following the publication of the UFO reports on 20 or 21 September, he received several telephone calls, including apparent hoax calls and two bomb threats. He also received two additional calls: one from a man who identified himself as a representative of Boeing and the other who identified himself as a representative of NORAD. According to Mr Heflin, both callers requested that he comment no more on the item "for reasons of national security", and that they would contact him personally as soon as possible. Mr Heflin said he was quite concerned about all of the phone calls for several reasons, the primary one being that his telephone number was unlisted and that he did not know how all of these people managed to get his telephone number. Although Mr Heflin's name was mentioned in the press releases, neither his address nor telephone number was mentioned. A check with the Orange County ~~Road~~ telephone Department verified that Mr Heflin's telephone number is unlisted.

The Marine Corps G-2 investigator who had borrowed the original prints of the photography from Mr Heflin returned them to him at noon on 22 September. Both Frank Hall of the Santa Ana Register and Sergeant Dolyak of the G-2 office confirmed that Mr Heflin had given them the photographs without any hesitation, without attempting to verify their stated positions by closely examining their credentials, nor did he ask for any receipt for the photographs.

According to Mr Heflin, on the evening of 22 September a man in civilian clothing visited his house, flashed an identification card, and announced that he was an "investigator" from the North American Defense Command". Mr Heflin said that he did not examine the man's credentials closely but recalled that the man's I.D. card was in a special cardcase about 4"x5" (Comment: About the same size card carrying case normally used by OSI, CIA, and other investigating officials.), and that the single I.D. card appeared to consist of two sections - the upper half being orange or pink in color, and the lower half being blue or bluegreen in color in the dimness of the porch light. Mr. Heflin stated that he gave the original prints of the photographs to this man, again without receipt (he being a trusting soul), and assumed that he would eventually get the pictures back. He told the investigating officer that he would forward the photographs to SSD when they were returned (if they are returned).

Initially, the investigating officer was not able to contact Mr Heflin directly. On 23 September the investigating officer went to the Road Department offices in Santa Ana and asked how he could contact Mr Heflin. About one hour's conversation ensued with Mr Heflin's supervisor, Mr Kimmel, and one or two other officials in the Road Department. All vouched for Mr Heflin's character, etc., etc., which is described earlier in this report. At 1600 hours Mr Heflin returned from the field and the investigating officer interrogated him for about three and one hours, during which time most of the above information was obtained.

It was also determined that following the UPI press release the Road Department was swamped with telephone calls from all over the United States, and reached such a point that the officials and Mr Heflin had agreed to the following actions effective 22 September:

a. That Mr Heflin keep his vehicle radio off so that his daily duties would not be disturbed;

b. That his telephone number would be given out to all callers who were informed that they could contact him at his residence after 1730 hours;

c. That in certain instances, appointments would be made with the callers with Mr Heflin at his residence during evening hours.

One such appointment was made by a man who called the Road Departemtn and identified himself again as a Boeing representative. The appointment was made for the evening of 24 September. During the investigating officer's conversation with Mr Heflin, it was requested that in the event that the Boeing official or the NORAD official contacted Mr Heflin, he should obtain their name, office address, and try to determine their official status. Mr Heflin stated that he would do same or that he would not talk to them. A subsequent check showed that the "Boeing man" did not show up.

Based on the investigating officer's conversations with Mr Heflin, it appeared that he was a normal, upright and tolerant citizen. From all appearances he is not attempting to perpetrate a hoax. Based on knowledge of Mr Heflin's testimony to the Marine Corps investigator, it was obvious that some of the minor points in his story had changed. However, his basic story remained very consistent. It is believed that the discrepancies in Mr Heflin's statements were due to both of the following reasons:

a. The Marine Corps investigation was generally cursory while this investigating officer went into detailed questioning.

b. That Mr Heflin, while trying to provide as much information as possible, was faced with the problem of trying to recall a considerable number of specific points which had been observed some seven weeks' earlier.

It is considered probable that although Mr Heflin was doing his honest best to recall details, that he would have had some difficulty in trying to separate "fact from memory" from general discussions and suppositions put forth by all of the people who have talked with him prior to the investigating officer's contact with him.

Prior to the contact with Mr Heflin, the investigating officer had been informed by Mrs Sarah Hunt, SAFOI, of FTD's initial P.I. estimate. Based on this information, the investigating officer attempted to effect a minor ruse by stating that he personally had tried to perform analysis of the newspaper print of the UFO and that he personally had estimated that the UFO had a diameter of about three feet. Instead of being insulted or arguing or acting as though he had been caught in a hoax, Mr Heflin politely made the following comments:

a. That this was quite interesting since a man from North American Autonetics Division in Anahiem (who had gotten a copy of the photograph) had called him to say that it was only about four feet in diameter;

b. That he was still convinced that the object was about 30 feet in diameter and that he did not think he could make that great a mistake in observation. The investigating officer commented to Mr Heflin that he personally was rusty in analyzing photography and naturally had to work with a newspaper print which had obviously be retouched and that it obviously would be to everyone's benefit if we could obtain the original prints and have an accurate analysis performed by people more qualified to effect photo interpretation.

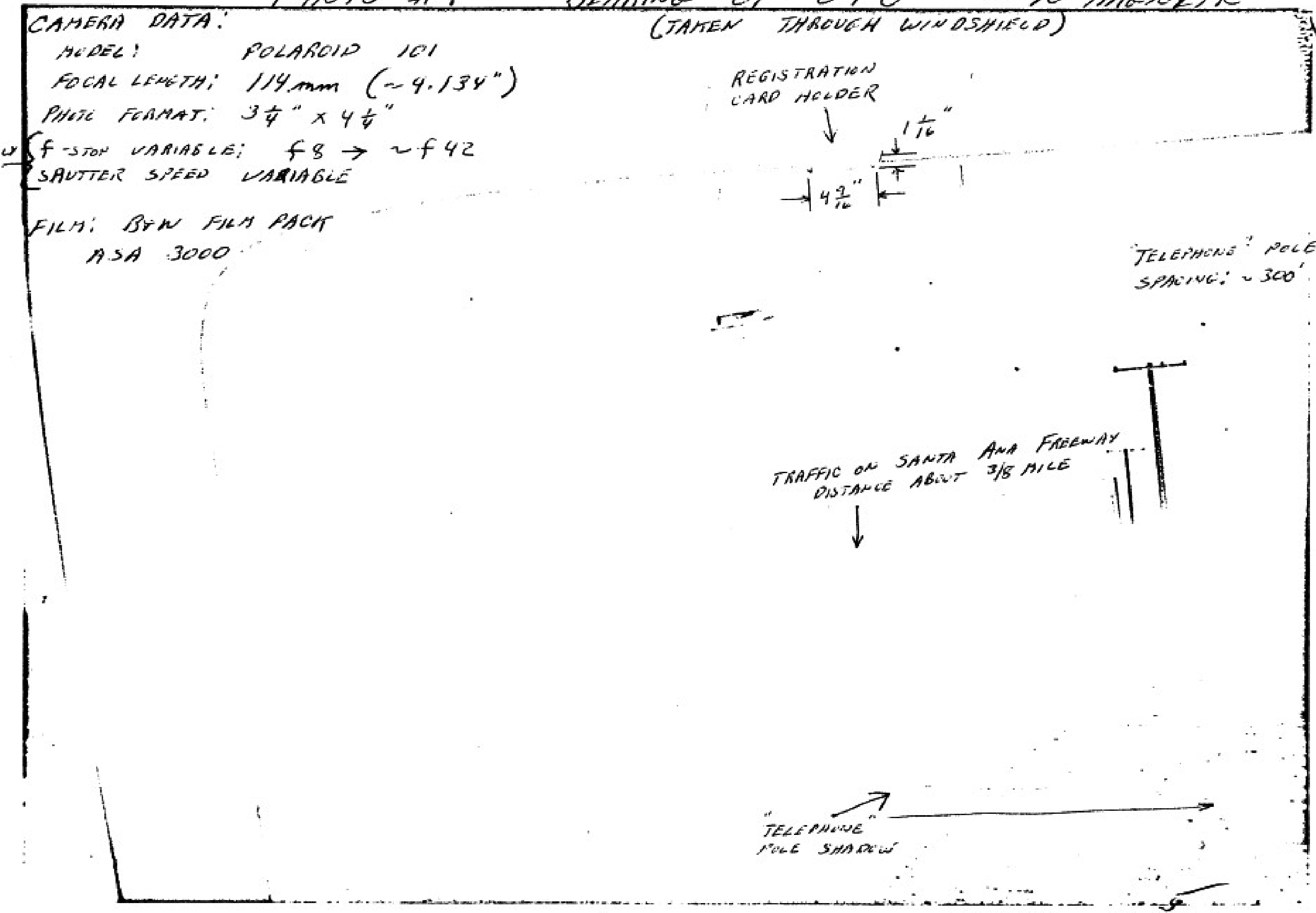
As stated above, Mr Heflin agreed to forward the original prints when and if they were returned by the alleged NORAD official.

Charles F Reichmuth

CHARLES F REICHMUTH
Captain, USAF
UFO Investigating Officer

PHOTO #1 BEARING OF UFO ~ 10° MAGNETIC

(TAKEN THROUGH WINDSHIELD)



CAMERA DATA:

MODEL: POLAROID 101

FOCAL LENGTH: 114 mm (~4.134")

PHOTO FORMAT: 3 1/4" x 4 1/4"

AUTOMATICALLY SET BY EXPOSURE METER { f-STOP VARIABLE; f8 → ~f42
SHUTTER SPEED VARIABLE

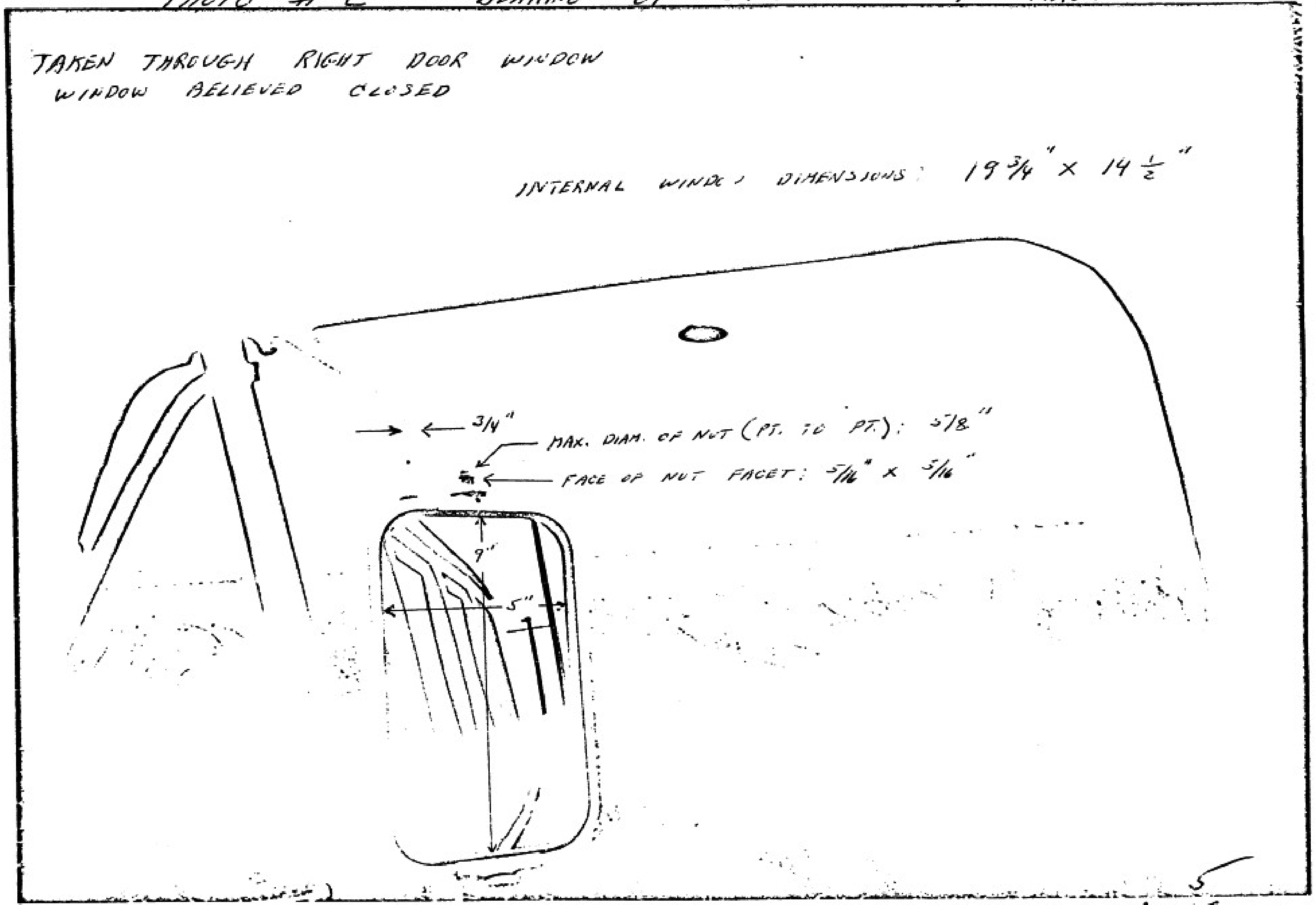
FILM: B&W FILM PACK
ASA 3000

REGISTRATION CARD HOLDER
1 1/16"
4 9/16"
"TELEPHONE" POLE SPACING: ~300'
TRAFFIC ON SANTA ANA FREEWAY DISTANCE ABOUT 3/8 MILE
"TELEPHONE" POLE SHADOW

ATTCH #5

ATTCH. #4-1

PHOTO # 2 BEARING OF UFO ~ 90° MAGNETIC



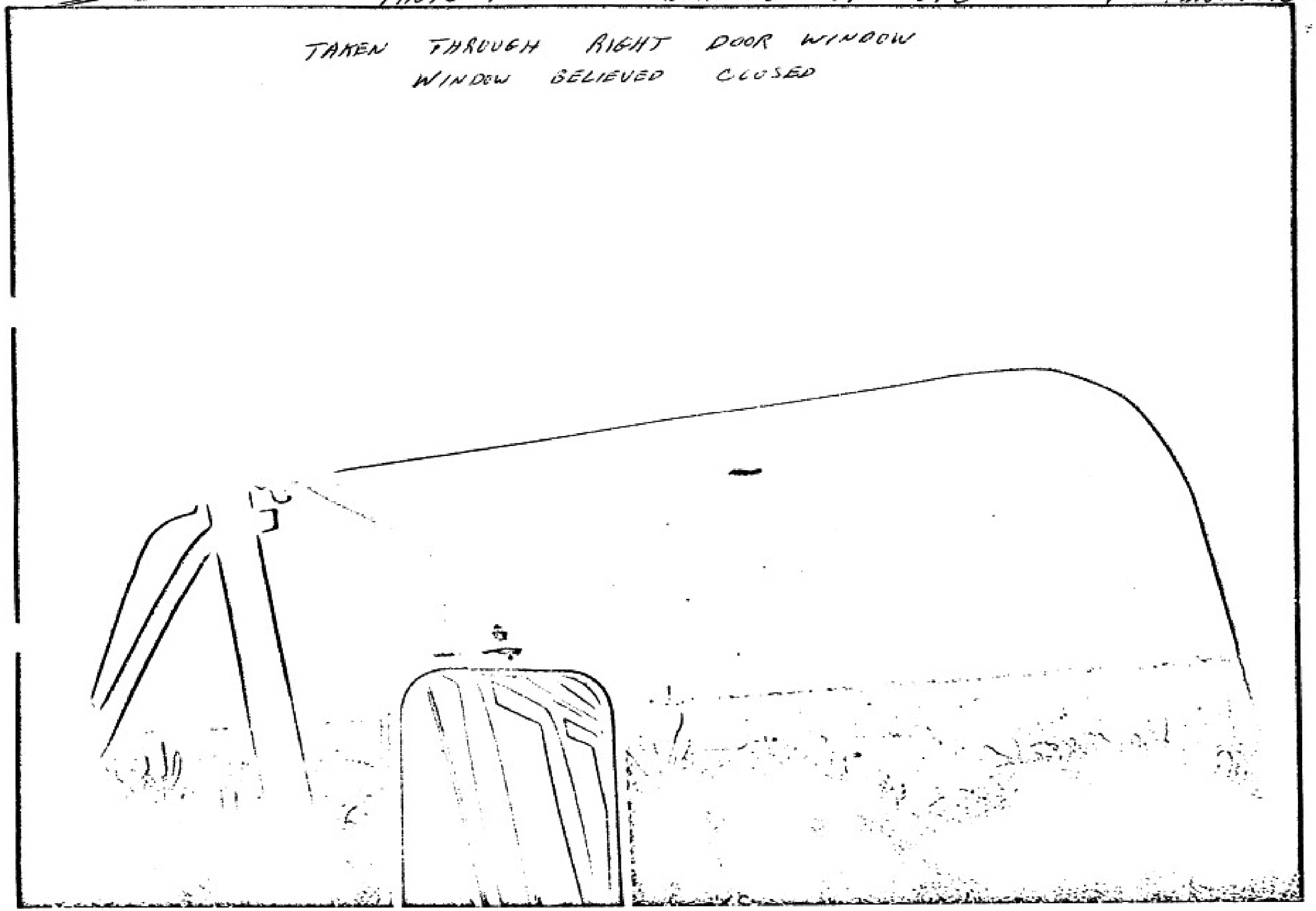
TAKEN THROUGH RIGHT DOOR WINDOW
WINDOW BELIEVED CLOSED

INTERNAL WINDOW DIMENSIONS: 19 3/4" × 14 1/2"

3/4"
MAX. DIAM. OF NUT (PT. TO PT.): 5/8"
FACE OF NUT FACET: 5/16" × 5/16"
9"
5"
5

ATTCH. # H-3

[redacted] PHOTO #3 BEARING OF UFO ~70° MAGNETIC



TAKEN THROUGH RIGHT DOOR WINDOW
WINDOW BELIEVED CLOSED

ATTCH # 5-3

LOS ANGEL EVENING AND SUNDAY
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CLASSIFIED ADVERTISING Richmond 8-4111
All Other Calls Richmond 8-1212 or Richmond 8-4141
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VOL. XCV Four Sections Section A TUESDAY, SEPTEMBER 21, 1965 10 CENTS H★★ NO. 179

—United Press International Telephoto

WHAT'S THIS IN SOUTHLAND SKY? A FLYING SAUCER OR AN OLD HAT?

Rex Heflin photographed this saucer-shaped unidentified object near Santa Ana with a polaroid camera

'Unbeliever' Takes Photo Of 'Saucer'

An Orange County Highway Department investigator who doesn't believe in flying saucers has photographed a saucer-shaped flying object that has yet to be identified.

Rex Heflin, 37, has released three photographs which he says were taken Aug. 3 when the Midwestern and Southeastern portions of the nation were flooded with reports of unidentified flying objects.

Heflin said he was working near the Santa Ana Marine Corps air facility when he caught a glimpse of a silver object which he estimated to be 30 feet in diameter and eight feet thick.

He said it was visible for 15 seconds and moved from west to east, accelerating at about the same speed as a jet.

He said the object made no sound, but a beam of white light rotated underneath the saucer. He claims that under

(Cont. on Page 4. Col. 2)

(Continued from Page 1)

a magnifying glass the beam is discernable in one of the photographs.

Heflin said he carries a camera with him for his work, and that during the time the object was in sight, he was able to take the three pictures.

During the time the object was near, Heflin said he tried to communicate with his supervisor over a two-way radio in his vehicle, but the radio was inoperative. He said the radio has since worked perfectly.

Despite the object's proximity to the Marine base, radar operations failed to report any mysterious identification on Aug. 3.

Heflin said he was willing to take a line detector test in reply to skeptics who may say the pictures are products of trick photography.

ATTACH #6

Los Angeles Herald-Examiner
Wednesday, Sept. 22, 1965
D-1
H★

3 Photos

Air Saucer Mystery Stirs Row

By **TOM NEWTON**
Herald-Examiner Staff Writer

Controversy continued today over pictures of a "flying saucer" reported taken near El Toro Marine Base by Rex Heflin, Orange County Highway Department investigator.

Heflin told The Herald-Examiner he had received a call from a man identifying himself as a colonel with NORAD (North American Air Defense), asking him to refrain from comment at present.

The highway investigator said he intended to check the validity of the call later today.

Heflin, 37, Monday released three photos of "a silver object" he spotted at 11:30 a.m. Aug. 3 while working in an area between the El Toro Base and the nearby Marine Corps Air Facility.

Neither air station reported any unidentified objects on the radar that day.

He told investigators he "glimpsed the silver object and estimated it to be 30 feet in diameter and about eight feet thick."

'NO SOUND'

Heflin said it was visible for about 15 seconds and moved from west to east, accelerating at about the same speed as a jet plane.

"It made no sound," he said, "but a beam of white light rotated underneath the saucer."

Authoritative sources confirmed his claim that "the light was visible in the last of the three pictures, using a magnifying glass." The "saucer" was slightly tipped in the third picture, revealing its underside.

The county employe said he carried the camera as part of his work. Photographers said it would have been possible to take the three pictures within 15 seconds with the camera Heflin carries.

'RADIO DIED'

Heflin, who says he "doesn't believe in flying saucers," said that during his sighting of the object he tried to contact his base station in Santa Ana.

He said: "The radio went dead twice while I was trying to contact the station. but it has worked ever since without trouble."

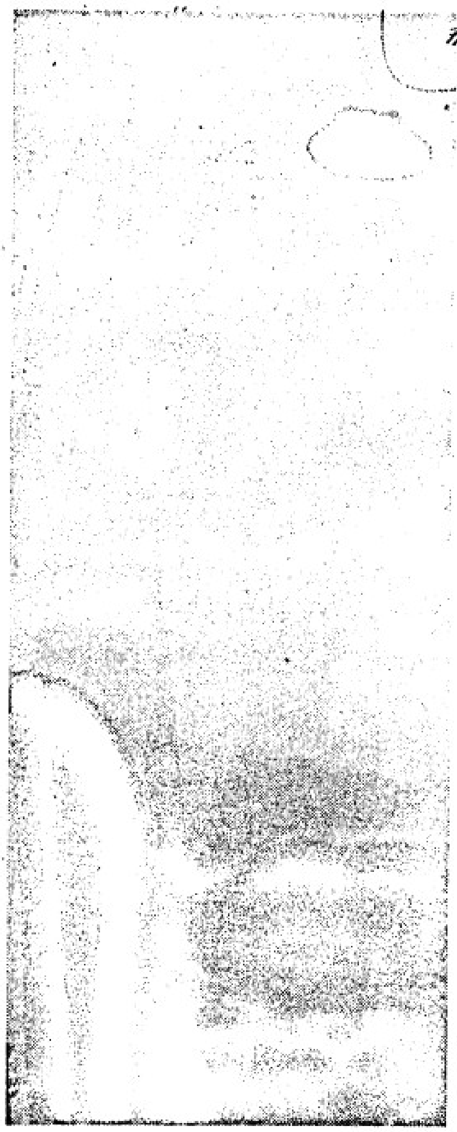
The incident occurred during a period when numerous sightings of UFO's (unidentified flying objects) were reported throughout the Midwestern and Southeastern sections of the country.

Heflin said he is willing to take a lie detector test regarding the pictures.

He said the NORAD officer tentatively set up a meeting for tonight or Thursday night in Santa Ana.

Officials at the El Toro Base said they were copying the pictures for a full report to the 11th Naval District in San Diego. The report will eventually reach Washington.

NEWSPAPER UNKNOWN
(CLIPPING SENT IN)



A Flying Saucer?

Some people don't believe in flying saucers, but what's this? The picture was taken near Santa Ana by a government worker.

UFO Photo Released

SANTA ANA, Calif. (UPI)—A county highway department investigator who doesn't believe in flying saucers has photographed a saucer-shaped flying object that has yet to be identified.

Rex Heflin, 37, has released three photographs which he says were taken Aug. 3 when the midwestern and southeastern portions of the nation were flooded with reports of unidentified flying objects.

Heflin said he was working near the Santa Ana Marine Corps air facility when he caught a glimpse of a silver object which he estimated to be 30 feet in diameter and eight feet thick. He said it was visible for 15 seconds and moved from west to east, accelerating at about the same speed as a jet.

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5 MAN

The Register
METROPOLITAN ORANGE COUNTY'S WATCHFUL NEWSPAPER

SUNDAY EDITION

SANTA ANA, ORANGE COUNTY, CALIFORNIA SUNDAY SEPTEMBER 26, 1965 Daily 10c—Sunday 20c 60th Year—Number 301

AF Launches Full Probe Of County UFO

By FRANK HALL
AND
BILL FARR

Register Staff Writers

The U.S. Air Force has launched a full scale investigation to determine the nature of the unidentified flying object shown in photographs taken by Rex Heflin Aug. 3 near the Marine Corps Air Facility at Santa Ana.

Maj. Hector Quintanella Jr., chief of the Project Blue Book team at Wright Patterson Air Force Base in Dayton, Ohio, Saturday confirmed that the probe was underway.

He said initial investigation of the UFO sighting here would be conducted by the Air Force Space Systems Center in Los Angeles.

Three pictures of a purported "flying saucer" taken by Heflin on Myford Road between Valencia Avenue and the Santa Ana Freeway were published by The Register in last Monday's editions.

The 37-year-old Heflin took the photos while on his job as a county highway investigator. He used a Polaroid camera assigned to him for photographing various traffic scenes and road project problems.

Heflin said he was questioned for 3 hours and 45 minutes last Thursday by Capt. C.E. Reichmuth of the Space Systems Center.

"The captain was polite and considerate throughout the interview, and we discussed quite a number of possibilities as to what the object I photographed might have been. Nothing concrete was decided Heflin said.

Heflin took exception to remarks made by Maj. Quintanella Thursday that a preliminary analysis of the pictures showed the circular object to be a "maximum of three feet in diameter and at an altitude of 15 feet."

"I still feel what I saw was about 30 feet in diameter and 8 feet thick. It was about 150 feet off the ground. Even if I'm a bit off in my estimate, I can't see how the Project Blue Book staff can make a very valid analysis from a newspaper reproduction of a copy of my photos," Heflin said.

Maj. Quintanella admitted that his staff photo analysts made their size and altitude estimates from a wire service photo supplied to United Press International by The Register

(Turn To Page A8, Column 5)

UFO Saucer Probe

(Continued from page A-1)

and then printed in the Dayton Daily News.

"We will analyze the initial report prepared in Los Angeles and probably make a determination of what was photographed. If further investigation is required to reach a finding, then personnel from Project Blue Book will do it," Maj. Quintanella said.

He added, "I don't think we will have much trouble in making a determination."

Project Blue Book is the code name for the Air Force assigned to investigate aerial phenomenon. This task was assigned to the Air Force by Congress in 1947.

Earlier in the week, a representative of the El Toro Marine Air Station intelligence section borrowed Heflin's original photos to make copies for a report which was forwarded to the 11th Naval District headquarters in San Diego.

A spokesman for the Naval District said no further investigation was conducted by their intelligence officers, but instead the matter was referred immediately to the Air Force.

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HEADQUARTERS
SPACE SYSTEMS DIVISION
AIR FORCE SYSTEMS COMMAND
UNITED STATES AIR FORCE
LOS ANGELES AIR FORCE STATION
Air Force Unit Post Office, Los Angeles, California 90045

REPLY TO ATTN OF: SSFA (Capt Reichmuth/643-3310) 30 September 1965

SUBJECT: (U) Investigation Report, UFO Sighting, 3 August 1965, Santa Ana, California

TO: FTD (TDEW) Attn: Major Quintanilla
Wright-Patterson AFB, Ohio

1. Transmitted herewith are the results of the subject UFO investigation conducted by Captain Charles F. Reichmuth, USAF, Space Systems Division (SSFA), Los Angeles Air Force Station, Los Angeles, Calif.

2. This report involves the sighting and photography of a UFO by Mr Rex E. Heflin, employed by the Orange County Road Department, offices located in Santa Ana, California. Original Polaroid photographs are not available as of this date, and will be forwarded when and if made available.

FOR THE COMMANDER

SIGNED
WILLIAM J. TRIGG
LtColonel, USAF
Asst Deputy for Foreign Technology

6 Atch
1. Basic rpt IAW AFR 200-2
2. Narrative rpt and assessment
3. Copy of USMC G-2 (El Toro Marine Air Facility) Investigation Rpt
4. 3 8X10 glossy prints of UFO
5. Zerox copies of Atch 4
6. Zerox copies of newspaper articles re UFO

copy to:

SAFOI, Washington DC, Attn: Miss Sarah Hunt, w/Atch 1, 2, 3, 5 & 6

FOR OFFICIAL USE ONLY

JAMES B. UTT
35TH DIST., CALIF.
2346 RAYBURN HOUSE OFFICE BLDG.

COMMITTEE:
WAYS AND MEANS

MARIE C. [illegible]
ADMINISTRATIVE ASSISTANT

DISTRICT OFFICE:
2153 West Chapman Ave.
Orange, California

Congreſs of the United States
House of Representatives
Washington, D.C. 20515

November 5, 1965

The Commander
North American Air Defense Command
Ent Air Force Base
Colorado Springs, Colorado:

Re: HEFLIN, Rex
UFO Photographs

Dear Sir:

This concerns the above-named constituent, residing at 1008 North Parton Street, Santa Ana, California, who had taken some pictures of an unidentified flying object.

Two men came to Santa Ana and contacted Mr. Heflin in this regard. They represented themselves as being from NORAD and took the photographs with them for a study at your Command. To date these photographs have not been returned to Mr. Heflin, and he has had no word from your representatives.

If this matter is not top secret, I would appreciate it very much if you would advise me if these men were ordered to pick up the photographs and furnish me with a report of the results of the study.

Thank you for your courtesy in this matter.

Very sincerely yours,

James B. Utt
Member of Congress

JBU:Mp

AIR MAIL

NORTH AMERICAN AIR DEFENSE COMMAND
ENT AIR FORCE BASE, COLORADO 80912

OFFICE OF THE CHIEF OF STAFF

Honorable James B. Utt
House of Representatives
Washington, D.C. 20515

Dear Mr. Utt

In reference to your letter concerning [illegible] photographs taken by Mr. Heflin of Santa Ana, [illegible] an investigation by this Headquarters [illegible] ing information.

During the period of approximately [illegible] 22 September Mr. [illegible] Santa Ana [illegible] representative [illegible] made the pictures [illegible] On September he received telephone [illegible] representing [illegible] responsible [illegible] Aircraft and [illegible] respectively. [illegible] no further [illegible]. On the [illegible] civilian clothes [illegible] requested [illegible] identification [illegible] which some [illegible] on the [illegible] gave this person the pictures without obtaining [illegible] a receipt.

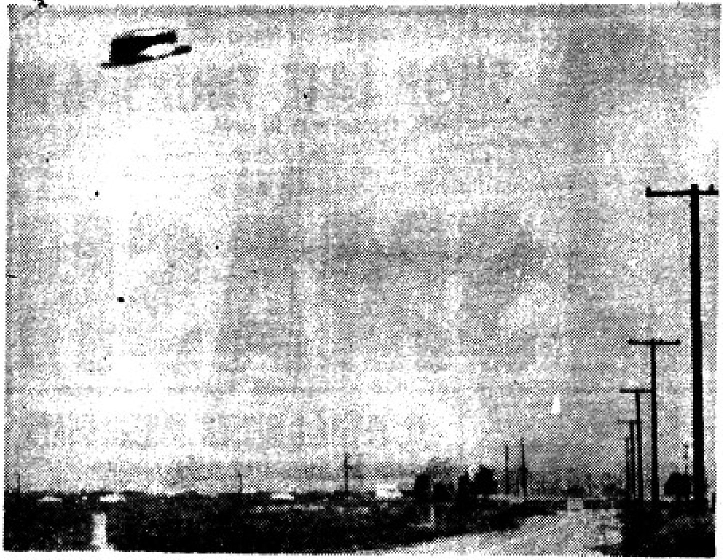
The [illegible] also revealed [illegible] in NORAD [illegible] knowledge of this [illegible] the investigation [illegible] earlier release of the UFO pictures by the [illegible] media.

For your information NORAD [illegible] bility for evaluation [illegible] be in the [illegible] of evaluation [illegible] NORAD matters [illegible]

Sincerely,

[illegible]
[illegible]
Chief of Staff

18—THE WASHINGTON DAILY NEWS, WEDNESDAY, SEPTEMBER 22, 1965

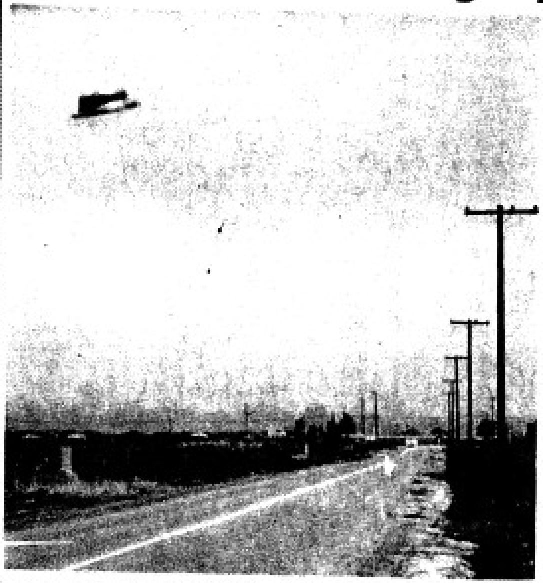


—UPI Telephoto from the Santa Ana Register

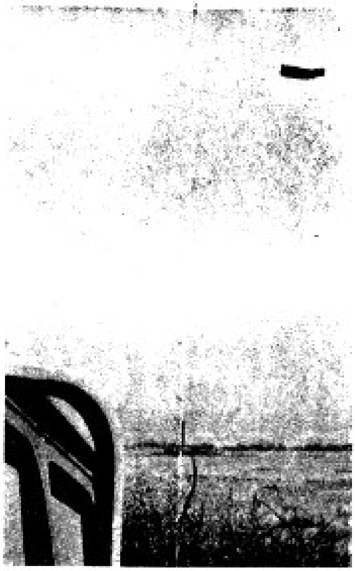
WHAT IS IT? — Rex Heflin, an Orange County, Calif., Highway Department investigator who said he didn't believe in flying saucers, has released this and two other photos he said were made with a Polaroid camera Aug. 3, about the time a rash of unidentified flying object reports were being made in the Midwest and Southeast. He said he saw a silver object, about 30 feet in diameter and eight feet thick, near the Santa Ana Marine Corps air facility, streaking overhead -like speed. It was visible for 15 seconds, he said, and made no sound. There was, he said, of white light rotating under the object, and his two-way radio was inoperative while was overhead — he said.

Story A-4 - [illegible]

Countian Photographs 'Flying Saucer' Near



SAUCER'S ROUNDED DOME, LIP REFLECT SUN IN COUNTIAN REX HEFLIN'S PHOTO



IN THIS PHOTO UFO PRESENTS TILTED ATTITUDE

THIS IS PHOTO TAKEN OF UFO'S

YOUR FREEDOM NEWSPAPER

"It can not be too often reiterated that education is a process contemplating intelligence and wisdom, and employing formative knowledge for its purposes; while training is a process contemplating sagacity and cleverness and employing instrumental knowledge for its purposes."

—Albert J. Nock
MEMOIRS OF A SUPERFLUOUS MAN

The Register

METROPOLITAN ORANGE COUNTY'S WATCHFUL NEWSPAPER

★★★ Two Sections—40 Pages SANTA ANA, ORANGE COUNTY, CALIFORNIA MONDAY EVENING, SEPTEMBER 20, 1965 Daily 10c—Sunda

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IAL
CKS

n Year—Number 295

Countian Took Pictures Of Unidentified Object

BY FRANK HALL

Register Staff Writer

SANTA ANA—Rex Heflin doesn't believe in flying saucers. Never has.

But he has photographed a saucer-shaped flying object that has still to be identified.

Skeptics may say his pictures are products of trick photography, but Heflin is prepared to submit to a lie-detector test to prove their authenticity.

Heflin, 37, county highway department investigator, was working on Myford Road between the Santa Ana Freeway and Valencia when a circular, silver object caught his attention. He estimated it to be 30 feet in diameter and 8 feet thick.

It was visible about 15 seconds, he said.

It silently moved from west to east then accelerated "about the same speed as a jet" toward Saddleback.

The only sound heard was the helicopters at the Santa Ana Marine Corps Air Facility, said Heflin.

A beam of white light rotated underneath the saucer, said Heflin. (Under a magnifying glass, the beam is discernable in one of the photographs.)

Despite the mysterious object's proximity to the Marine base, radar operators failed to report any unidentified objects on Aug. 3, the day Heflin saw the saucer.

Heflin said he tried to communicate with his supervisor via two-way radio in his vehicle when the saucer was near, but his radio was inoperative.

After the saucer disappeared, the radio functioned perfectly and has since the incident, he said.

The investigator said at first he didn't pay any attention to the saucer. "I thought it was another jet," he said.

Heflin, who carries a camera in his vehicle for his work, said he again looked out and realized it wasn't a jet.

He then grabbed his camera and took three pictures before the saucer sailed off over the horizon.

Heflin said he submitted his pictures to editors of a national magazine, but they returned them saying the subject was too controversial.

However, they added that his photos were the best they had seen, Heflin said.

He photographed the saucer while reports of UFOs were flooding the nation.

Numerous reports of UFOs were made on Aug. 1 from residents of Texas, New Mexico, Oklahoma and Kansas.

On Aug. 5, a flurry of reports of UFOs were made in California.

Heflin doesn't believe the saucer is an extra-terrestrial product.

He believes the United States is testing a new flying machine.

He qualified his belief by saying sooner or later man-made aircraft crash near populated areas.

"I have never heard of a saucer crashing, and they have been sighted for a long time."

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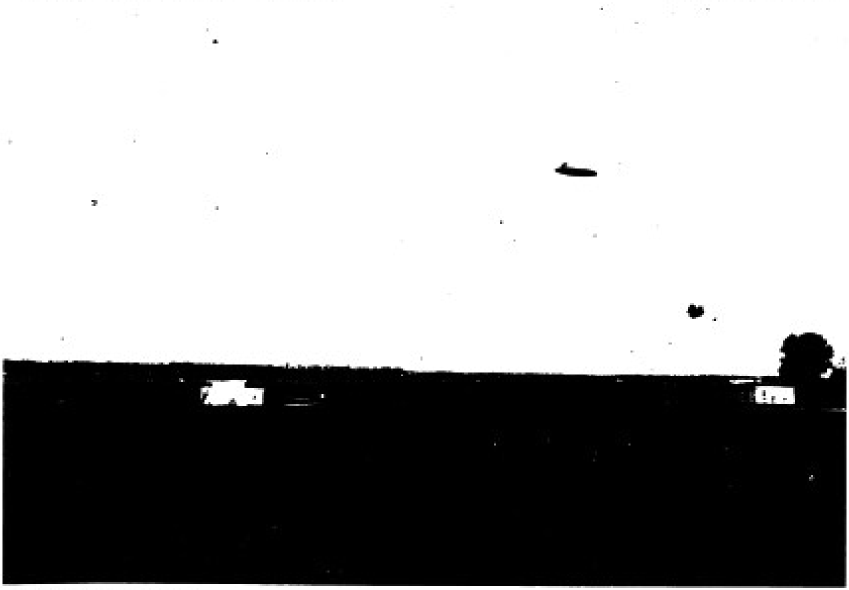

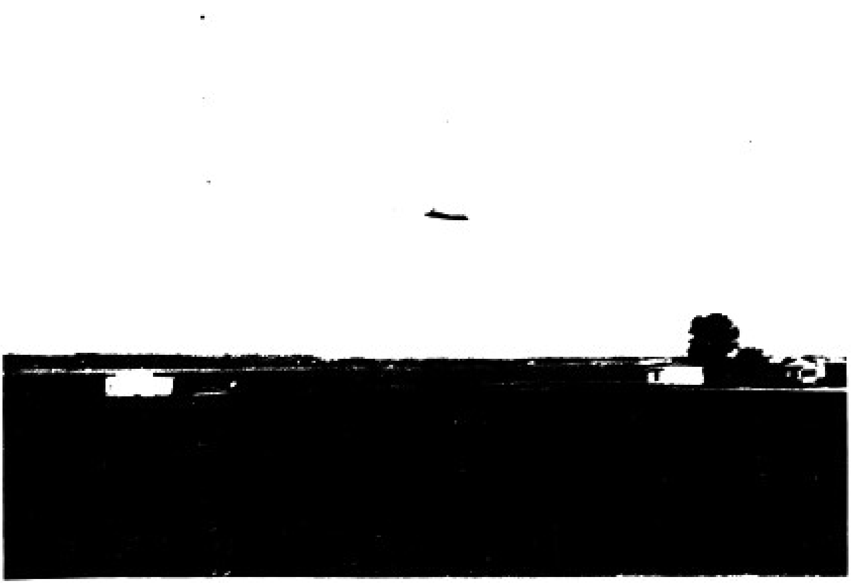

3 Photographs Of UFO Branded Hoax By AF

SANTA ANA, Calif. (UPI) — The U.S. Air Force yesterday branded three photographs of an apparent flying saucer taken by a Santa Ana man as a "photographic hoax."

The photographer denied the charge.

The official findings of the investigation by the Air Force's Project Blue Book unit at Wright-Patterson Air Force base near Dayton, Ohio, was announced yesterday by the Pentagon.

Rex Heflin, a 37-year-old Orange county highway investigator, said he took the pictures of a seemingly circular and metallic airborne craft near El Toro Marine Air Station last Aug. 3.

Informed of the Air Force's finding, Heflin said, "it comes as no surprise to me. The Air Force has a policy of insulting every citizen who presents evidence they can't or won't explain."

Heflin had said at the time he released the pictures for publication Sept. 20 that he did not believe in flying saucers.

The Air Force statement said: "Evaluation of the three photographs of an alleged UFO (unidentified flying object) taken by Rex Heflin of Santa Ana is based on enlargements made from copies of the original prints.

"The camera was probably focused on a set distance and not on infinity as the terrain background was blurred on all three photographs."

PHOTO SERVICE REQUEST	**TDDPP WORK ORDER NO.** 10-649

TO: TDDPP	**DATE** [illegible]	**PROJECT NO.** [illegible]	**TASK NO.**
INITIATOR [illegible]	**EXP. DATE COMPLETION**	**COMPLETED DATE**	**QUALITY CONTROL**

ORGN CODE [illegible]	**EXT:** [illegible]	**CLASSIFICATION**	**TAB:** 0-2[illegible]

DESCRIPTION OF SERVICES *(Include purpose of request, time and place of requirement, and other pertinent information).*

PHOTOGRAPHIC SPECIFICATIONS

	Copy	**By**			**Projection Prints**	**By**	
	Duplicate Negative	**By**			**Continuous Prints**	**By**	
	Duplicate Positive	**By**			**Other**	**By**	
	Develop	**By**			**Gloss**	X	**Single Wt**
	Contact Prints	**By**			**Matte**		**Double Wt**

No. of Copies

MATERIAL FURNISHED:

REMARKS/ADDITIONAL INFORMATION:

RECEIPT FOR PHOTOGRAPHIC WORK

I certify that I have received ________ *originals,* ________ *negatives and* ________ *prints, all to be used in the service of the* UNITED STATES GOVERNMENT ONLY.

NAME	**RANK**	**DATE**	**TDDPP WORK ORDER NO.** 10-649

FTD FORM JUL 61 153

1. NAME (Requestor fill in 1 through 9)	2. Symbol [illegible]	3. Extention	4. Project Nr.
5. Request Photo: P. Number or Description			
	6. Density/Size Photo Desired		7. Nr. of Copies

8. Date Desired	9. Today's Date	Follow-up Dates			Type of Retention		
		1st	2nd	3rd	☐ Permanent	Temporary ☐ Mount Card ☐ Original	☐ Incoming ☐ Outgoing
/ /	[illegible] / /	/ /	/ /	/ /			

1	11	21	31
2	12	22	32
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5	15	25	35
6	16	26	36
7	17	27	37
8	18	28	38
9	19	29	39
10	20	30	40
Date [illegible]	Signature		

FTD FORM JAN 62 0-170 (TDDPR)

ORANGE COUNTY'S HOME NEWSPAPER

The Register

YOUR FREEDOM NEWSPAPER
MORNING, EVENING AND SUNDAY
625 N. GRAND • SANTA ANA, CALIF.

Sept. 22, 1965

Dear Perry:

Here are a couple of blowups from the Polaroid shots taken by Heflin. Prints are grainy and you get some idea of the California smog, but the pictures are the best of a "saucer" that I've seen. Of course [illegible] I can't vouch for their authenticity; they do LOOK like the real thing---whatever that is.

I'm also enclosing some material we published.

I'd like to know the conclusion reached by the Air Force boys, if any, and how they reach it.

Jim said you plan to visit California, maybe. Be sure and drop around to see us.

Best regards.

pat riley

BATTLE POLICE

Arrests Similar To Rioting Trigger

PI)—Three
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ggered the
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nearly the same area, that the arrest of Marquette Frye on a traffic violation set off rioting which resulted in the deaths of 37 persons and the destruction

sister, Mrs. Elnora Donald, 23.

The officers said they were attempting to take Swain into custody because of a discrepancy in his identification when

and used in the attack. Tinsley suffered a possible concussion and Fedrizzi sustained damage to an eye.

When the officers finally

ing Tuesday before a state commission probing the Watts riots, blamed the huge influx of rural populations into urban areas for producing conditions which can generate violence. Page A3.

Publisher - sportsman John P. Scripps describes what it's like to be held hostage aboard one's yacht —looking down a gun barrel and watching the pin being removed from a hand grenade. Page A3.

OVER ORAN

Orange County's freshman legislator, Sen. John G. Schmitz, R-Santa Ana, possibly holds the key vote in reapportionment of legislative districts in the state —an issue which has the Legislature meeting in special session attempting to beat a court - imposed Dec. 9 deadline. Page A1.

With a 27 per cent voter turnout, residents in the Huntington Beach Union High School District rejected unification Tuesday by a vote of 6-1. The merger would have unified the

HIGHLIGHT

Even as steel companies are discussing price increases, steel imports — mostly from Japan-were reaching a record. In July, more than a million tons of foreign - made arrived at U.S. ports. Page B12.

Senate Okays GI Insurance

WASHINGTON (UPI) — The Senate today approved a bill which would permit servicemen to buy $10,000 group life insurance policies for an estimated $2 per month.

By a routine voice vote, the Senate approved the measure passed by the House Monday. The bill now goes back to the House for approval of a minor amendment.

2 Bombs Rock Rio Exchange

RIO DE JANEIRO, Brazil (AP) — Two bombs exploded on the crowded floor of the Rio de Janeiro stock exchange

tionment at all. Now they must compound the lie with ridiculous plans such as that offered us (by the State Supreme Court) as an alternative to formulating our own redistricting measure."

Schmitz, who classified himself as a "basic constitutionallist," said, while he is possed to any plan being formulated by the State Senate, he would use his bargaining position "to get the best deal for the public I can."

He said the State Supreme Court plan calling for several members of the Senate and Assembly to run for office at large was "worse than anything offered by the Legislature thus far."

He added, "I feel I could win any election conducted at

annals, has not hurt for money. He paid his debts at a Fort Lauderdale marina where he was arrested May 6 from a fist-sized roll of $100 bills.

Police and the FBI spread a dragnet for LeMay, 39, but if they had any leads, they weren't talking about them. LeMay, a seasoned yachtsman, could put out to sea from any of hundreds of secluded coves along the Florida coast.

LeMay is charged with leading a crew that tunneled under the Bank of Nova Scotia in 1961 and blasted open 377 safety deposit boxes.

They escaped with between $500,000 and $4 million, but the exact amount was never established because of the reluctance of the box owners to talk.

The stocky, 5-foot-8 college most wanted person since then. He was hunted all over the world for four years but was not discovered until the Royal graduate has been Canada's

Carol To Turn North—Maybe

a daily insult
every man to
d to strive for
the God who

nt or Public?"

The Register

METROPOLITAN ORANGE COUNTY'S WATCHFUL NEWSPAPER

SANTA ANA, ORANGE COUNTY, CALIFORNIA WEDNESDAY EVENING, SEPTEMBER 22, 1965 Daily 10c—Su

Marine Brass Fix Gaze On Heflin UFO Photos

SANTA ANA — The Marine Corps is taking a close look at photographs which purportedly show a flying saucer hovering over the Irvine Ranch.

The photos which Rex Heflin, 37, a county highway investigator, said he took last Aug. 3 will be forwarded to the 11th Naval District Headquarters in San Diego after El Toro Marine intelligence officers complete their scrutiny, it was learned.

Marine spokesmen said they would make no effort to identify the object in the photograph.

Meanwhile, Heflin was in a quandary over orders which he has received by telephone.

One call, he said, came from a man who identified himself as a colonel with the North American Air Defense Command (NORAD). This man, Heflin said, asked that no further statements be made about the UFO.

"He requested that I not discuss the matter further with the press," Heflin said.

Heflin also said he had been contacted by telephone by a man who said he was a Boeing Aircraft Co. engineer.

A check with both NORAD headquarters and the Boeing Co. offices disclosed that nobody officially representing these agencies had contacted Heflin.

Col. D. R. Dinsmore, an Air Force official in the Pentagon, said the photos have not come to "our official attention yet," but if they do, a special team at Wright-Patterson Air Force

(Turn To Page A2, Column [illegible])

Saucer Photos

(Continued from page A1)

Base, Dayton, Ohio, will be responsible for the investigation.

Since The Register first published the three photos taken by Heflin, the road investigator has been deluged with inquiries and three invitations to join "flying saucer" clubs.

Heflin said he would like to get his photos back from the Marine Corps.

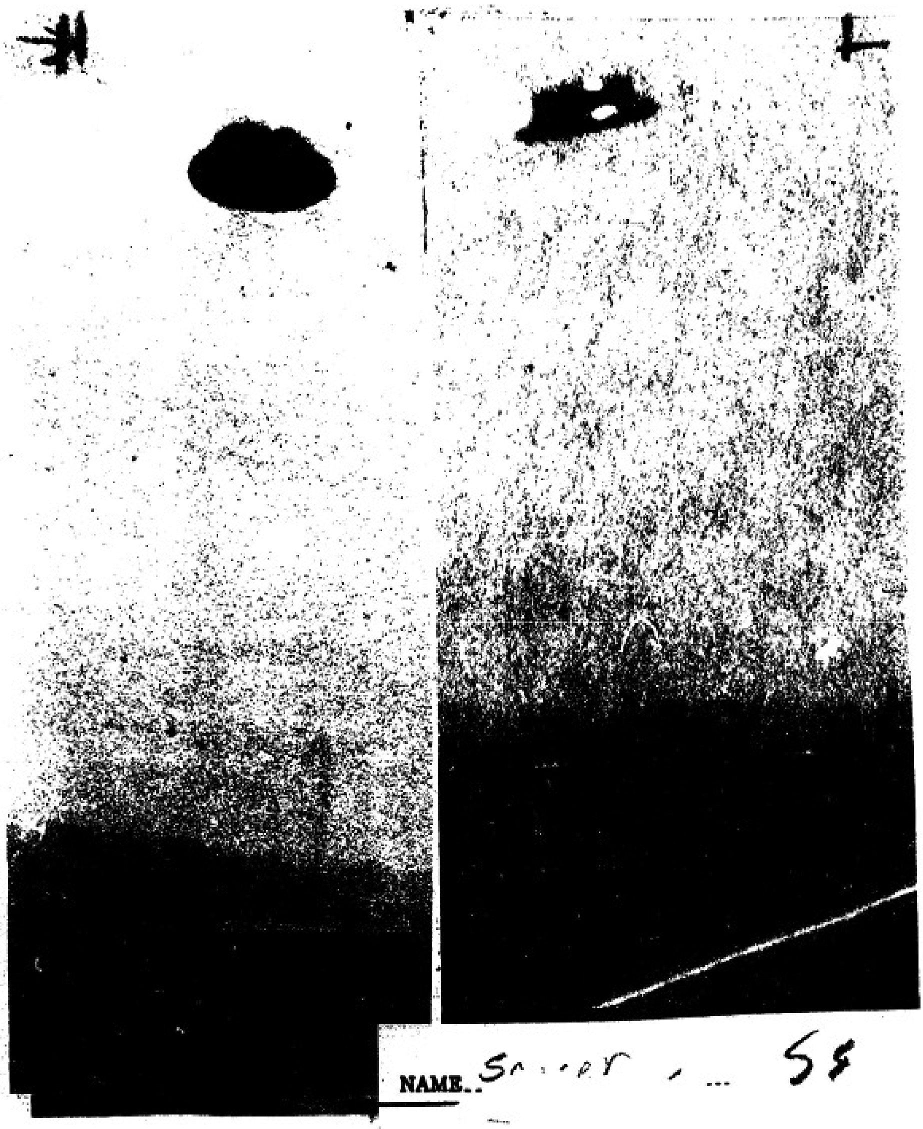
Heflin said he took the pictures on Myford Road between the Santa Ana Freeway and Valencia with a camera he carries in his truck for his work.

Heflin said he spotted the "saucer" hovering at about 150 feet. He said he was about an eighth of a mile from the object.

He estimated it to be 30 feet in diameter and 8 feet thick. Heflin watched it about 15 seconds before it "accelerated like a jet" and disappeared over Saddleback peaks east of Santa Ana.

Heflin said he was reticent to report the flying saucer incident to the press or the military because "I knew I'd be branded some sort of a nut."

At the urging of a superior in the county highway department, Heflin sent his pictures to Life Magazine soon after they were taken, but they were rejected because the topic was "too controversial," he said.

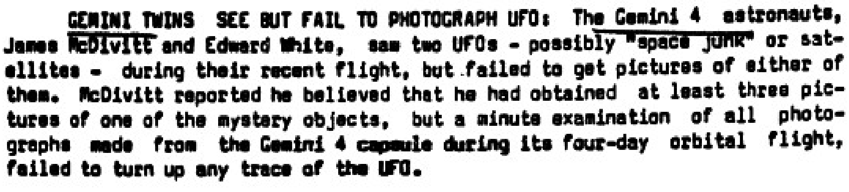


NAME..Saucer ... 58

4 June 1965 GT-4 (NO CASE, INFORMATION)
Satellite Observations

Information Only
Source: Ltr from Fawcett
Source Saucer News Sept 65

3-7 June 1965
China, Hawaii, Asia



GEMINI TWINS SEE BUT FAIL TO PHOTOGRAPH UFO: The Gemini 4 astronauts, James McDivitt and Edward White, saw two UFOs - possibly "space junk" or satellites - during their recent flight, but failed to get pictures of either of them. McDivitt reported he believed that he had obtained at least three pictures of one of the mystery objects, but a minute examination of all photographs made from the Gemini 4 capsule during its four-day orbital flight, failed to turn up any trace of the UFO.

During the June 3-7 space flight by astronauts James A. McDivitt and Edward H. White II they both reported sighting UFOs on three occasions, one over China, one over Hawaii and one over Asia. The one over China looked like a "bright star moving fast". They photographed the one over Hawaii, which was "round, white with a tail of light and a fanlike glow". The sightings and films are being studied by NASA.

[illegible] 13 Jun [illegible]

MYSTERY OBJECT CAPTURED ON FILM

HOUSTON, Tex., June 12 — Space agency officials have released these photographs taken by astronaut James McDivitt over Hawaii during the four-day Gemini 4 space flight. They were described as showing a cylindrical object, believed to be a satellite. On these three frames of movie film, a faint tail of light and a fanlike glow are barely visible with each dot.—AP

"UFOs" Watch GT-4 ?

On June 3, 1965, GT-4 Pilot Major James McDivitt and U.S. Major Space walker Edward White were launched into orbit from Cape Kennedy.

Edward White in the opening orbits got out of the GT-4 and walked through space for 20 minutes, twice as long as Alexei Leonov did for the USSR.

In a letter from Major McDivitt to Hayden Hewes, dated April 22, 1965, Major McDivitt relates that he has seen a great number of peculiar lights and objects in the skies at night and even in the day. However, in almost every instance he was able to identify these objects. As for sighting an object that he for certain identify the shape and size of and not be able to explain, "I'm afraid I just haven't seen this sort of thing," But he added "However, I know that there have been many reports of UFO's, and I just cannot speak for the other people."

Major McDivitt sighted three objects while in space during the four day space flight.

McDivitt said the first object was a cylindrical object sighted over Hawaii. He took five frames of movie film of it, but officials said all it shows is a unidentifiable white dot with a tail of light and a fanlike glow. (Cover photo)

The GT-4 went into its 21st orbit at 6:55 p.m.

MsDivitt spotted the second object during the 20th orbit, as the Spaceship was whirling across the United States.

Gemini control asked McDivitt: "You still looking at that thing up there?"

McDivitt replied: "I've lost it. It had big arms sticking out of it, it looked like."

He said he had only seen it for about a minute, and had taken pictures with a movie camera although the position of the sun prevented any recognizable photographs.

There was some speculation it was the Pegasus 2 meteoroid detection satellite launched May 25. 1965.

Space agency officials ordered an immediate check by space tracking agencies to see what the objects were.

The Air Force tracking center at Colorado Springs, Colo., which keeps track of man-made objects in space is currently following 1,391 objects. Object No. 1,390 is GT-4 and object No. 1,391 is its burned out second stage rocket booster.

The Pegasus 2 was about 1,200 miles from the GT-4. Dr. Dwayne Catterson, flight medical expert, said he did not know if an object within 1,200 miles could be identified by the human eye. "But certainly if the contrast was great enough between sunlight on the object and background he could see an object there and he might well see reflection giving shape from the arm."

The third sighting came on the 38 orbit, officials said McDivitt described the object which was sighted over China as looking like "a bright star moving fast." He did not attempt to make pictures of it. The space flight took them 62 times around the globe, a total of 1,609,684 miles.

GEMINI NEWS CENTER

Release No. 17
June 4, 1965

HOUSTON, TEXAS -- Analysis by Norad Spadat computational facilities reveals the following earth satellites were within 1000 km (about 600 miles) of GT-4 Spacecraft at the time Astronaut James McDivitt reported the satellite sighting:

Object Identification	Spadata Number	Time (CST)	Distance in Kilometers from GT-4
*Fragment	975	2:56	439
*Tank	932	3:01	740
*Fragment	514	3:04	427
Omicron Transit 4A	646	3:06	905
Omicron Transit 4A	477	3:07	979
*Fragment	726	3:09	625
*Fragment	874	3:13	905
Omicron Transit 4A	124	3:13	722
10x20 Foot Debris of Pegasus -- Shroud (A or B) not a working part of Satellite	1385	3:16	757
Yo-Yo De-Spin Weight- 2' to 3'	167	3:18	684

Pegasus B at 3:06 (CST) was about 2000 km in the proper direction to be observed by the astronauts.

*4' to 6' in length down to 15" in length, 2' to 6" in width.

BISMARK, N DAKOTA 6 August 53 [redacted] [redacted]

740TH AIRCRAFT CONTROL AND WARNING SQUADRON
Ellsworth Air Force Base
South Dakota

17 December 1953

NO

Dr. J. Allen Hynek
Emerson McMillin Observatory
Ohio State University
Columbus 10, Ohio

Dear Dr. Hynek

This is in pursuance of our recent phone conversation and the letter which I received a very short time ago. Only one other letter was found that was sent by you and she stated that she may answer the letter but would need clarification as to where the letter came from and why it came from there. It was explained to her without divulging any information so it is very possible that she will answer.

The questions you asked me in the letter have been answered here to the best of my ability and I sincerely hope that they will help you in finding the source and whatever they are.

1. In my opinion the blips observed on the scope were definitely the same as those observed in the sky at the time, due to the first sighting. I made contact twice with them and on the second occasion for about fifteen minutes at which time the aircraft were vectored toward them and had a Tally-Ho.

2. In request for the total length of time that the object was on the scope, the first was about two minutes as I got ten or eleven definite blips with the speed of the antenna set at six rpm per minute. The second time in which I had another aircraft scrambled for the object was the longest as I carried it on the scope for approximately fifteen minutes as it moved from the Northwest to East and then directly North on a heading of 360°. A fighter pilot had a Tally-Ho on the object. It would move erraticly or seem to move north, stand still or with no movement. The pilot stated that it would move with an up and down motion. I had the pilot climb to 26,000 feet indicating 330 knots. He was then above the object and getting in position for a pounce when the object started on a climb to the north with an estimated speed of a near 1,000 miles per hour and it then left the scope. The speed was almost twice that of the F-84. The blips on the scope showed up to be approximately the same size as those made by a B-36.

contradiction

3. The only time I noted any difference in speed between the plane and the object was when the plane was in "pounce" position and the object took off due north at a terrific rate of speed.

4. In reference to question four, a statement was made at the time of the sighting. The following is the statement:

At 2005 MST, Mrs. Phyllis Killian of Black Hawk, South Dakota who was manning a post of the Rapid City Filter Center when she sighted an object which was bright red and very low at approximately four miles north east of Black Hawk. The object then made a pass over Rapid City at a very high note of speed and then returned back over Rapid City to approximately seven miles from where it was first sighted and continued to hover in one position. I had three men from the control room to take a look and all gave the same reply of seeing the object. The three men were S/Sgt Mc Donald, S/Sgt Burgess and A/1C Phillips. The object was round, changing colors from bright red to Greenish Silver depending on speed. There was no sound that could be heard although they stated it looked like a "V" shaped vapor trail was following the object.

The maneuverability of the object is very sharp in all directions, such as up and down and sideways.

I had a Lt. John W. Stockham on Cap for the first sighting and vectored him to the direction where the object was sighted last and at approximately fifteen miles north east of Black Hawk, Lt. Stockham made a sighting of the object. Upon trying to close in the object took off in a north west direction on a heading of about 320° at a high nate of speed. Lt. Stockham stated object was a bright silver color when last sighted. From the time the first object was sighted until object faded was about thirty-five minutes. At 2024 MST, Lt. David K. Needham was scrambled for CAP when report came from Mrs. Killian at Black Hawk that an object was about seven miles from where other sighting was at a medium altitude with the same color and actions the same. Lt. Needham was flying at 26,000 when vectored to 270° to check report. At approximately 20 miles north east of Black Hawk, Lt. Needham gave a Tally-Ho on object at about fifteen angels. I gave Lt. Needham directions to intercept or get a visual but every time he came very close the object would go up or down on speeds up to where he would lose sight of the object. I had two blips on the scope which coordinated with the report from Lt. Needham which was moving very fast. I vectored him to them and had the crew chief set up the camera to take photos of pictures of the scope. We had approximately fifteen blips of the object on a heading of 360° which Lt. Needham was trying to intercept out to 85 miles. At that distance I turned the fighter around and we took thirteen pictures on the scope. I called 54th FIS Maintenance to see if Lt. Needham had film in the gun camera to get an aerial picture and stated he had, so on his way back to home plate at about thirty miles from the station he sighted object again. Lt. Needham stated he had shot almost a complete rollof film of the object. Lt. Neddham was brought back to the base and all GOC Filter Centers were alerted in the northern area, as that was the direction of the last sighting of the objects.

At 0723Z, Bismark Filter Center gave a report of sighting object west of Bismark at a very low altitude with the same discription as the other sightings. The reports from Bismark Filter Center were all taken by T/Sgt. Reece. All people that have made sightings were instructed to make a personal statement as to what they saw in all respects.

5. From my experience as a radar operator, I have tracked balloons, aircraft, cars, trucks, etc., and have had experience with interference from other radar sites but to the best of my knowledge and experience, I would definitely state that this was none of the above mentioned. I had Maintenance check the equipment at the time and there was normal function at the time of the sighting. The night was very clear at the time and I was not carrying any other aircraft on the scope so I do not think it is possible due to the direction and speed and erratical tracking that it would be an echo from a jet or ground object.

Any further assistance that may enable you to solve this problem will be willingly given.

Sincerely,

Howell I. Bennett
HOWELL I. BENNETT
WOJG USAF

Warrant Officer, J.G.

NO/

DETACHMENT #5
4773D GROUND OBSERVER SQUADRON
225½ Broadway West
Bismarck, North Dakota

9 December 1953

Dr. J. Allen Hynek
Professor of Astronomy
Emerson McMillin Observatory
Ohio State University
Columbus 10, Ohio

Dear Dr. Hynek;

I received your letter which followed our phone conversation and will endeavor to assist by answering the specific questions included in the letter, and also to give any personal ideas or concepts which may assist you in the investigation of the phenomonon.

1. Our official log book contains in narrative form the following information: "Received call from Controller at 0343Z, 6 Aug 53, that a bright, shining object was flying NW of Rapid City at a very fast rate of speed. Object was then moving into the Alfa Alfa area of our Plotting board and believed to be penetrating the Billings Filter Center area which lies adjacent to ours on the West. We did not alert our posts or call other personnel at this time, however, we did call Billings and have them be especially watchful. We were also told that an intercept attempt was made but no contact was made." The previous information was attested to by A/1C Richard B.J. Haugen prior to his contacting 2d Lt. Charles Koontz, our Detachment Commander, and myself.

a. A/1C Haugen, at 0515Z, received another call from the Controller and was told that the Object was now about 70 miles South of Dickinson, N.D. at Grid position of CA 0655. He then called Lt. Koontz and myself and we arrived at 0523Z. The position of the object was then given as 15 miles North of Rapid City! We then alerted the West-Southwest area of our plotting board. At 0538Z, the Controller then stated that the object was now in DB 0052 and moving towards Bismarck. At this time I stepped out on top of the roof of the adjacent building and sighted the object which I made the initial report on.

2. Question #2 regarding "well lighted object".

a. The Object was "welllighted in this sense". That it definitely stood out in the night sky ~~as seeming to be at least twice the size of any of the thousands of the stars out at the time, and because its color was changing.~~ Its color was changing, and I firmly believe it to be true, from a bluish-white to a red-orange or green combination. I might add right here, that I am slightly color blind on certain colors such as a blue-green or very close shades of red-green. Therefore, to isolate the colors of any object, even clothing materials is difficult unless the colors are a distinct or a true color. I did see the colors mentioned at this time and also on the other objects. The object when maneuvering, which it seemed to do, reminded me in a way, of a darkened aircraft with light shining out from within. Also, when moving up and down or sideways, the light seemed to become brighter in intensity.

Unidentified Object, Cont'd:

Question #2-Continued- When the object moved up and down, it seemed as if a trail of exhaust of a brighter color (red-orange) would prevail for a few seconds, from the under side of the object when ascending and from the top when descending. The object at this time also reminded me of light coming out of a porthole or something of that sort. Maybe, this part is something which my eyes could have tricked me on though. However, I usually pride myself on a good memory for details in everything I engage in and feel very strongly that I actually did witness everything stated in this letter and the previous report.

3. Question Three regarding talk with Mr. Wilhelm.

a. When I called Mr. Wilhelm I made this statement, as nearly as I can recall. " Mr. Wilhelm, Can you see any aircraft, balloons or any unusual object in the West or Southwest skies? Do you have any aircraft in the area at this time? Any Balloons?" At this time I did not inform him of our alert on the Object(s). (I had already sighted the object from the Filter Center along with 5 other people and I wanted to see if someone else whom I felt highly capable like Mr. Wilhelm could or would see the same object as we had. In the interim period we had checked all available contacts on Weather and Weather Balloons and definitely eliminated the Balloon angle. By checking with the CAA and our own military Air Force Units we knew that there was no aircraft or balloon s in the area.) Mr. Wilhelm then said he would check and call me back. He called back in a few minutes and stated he did see a brightly lighted object moving at this time rather slowly across the skies. I then told him the approximate position of the object in relation to the object from the Filter Center. From us it was approximately 220 degrees and at an angle of about 35-40 degrees at an altitude of 3-4 thousand feet. We then talked and agreed that we were both looking at the same object. During this time, the civilians and military were reporting the objects position to me and to the Direction Center. Mr. Wilhelm and myself conversed several times during the remainder of the evening on the object's position and we (the Filter Center) received very fine cooperation from Mr. Wilhelm. I am enclosing a sketch of the relative positions of the CAA Tower, The Filter Center and the positions of the Object.

4. Question Four regarding movement of the object(s).

a. When Object #1 hove into view, it would have moved, according to the scale you set, across the entire span of my hand in just a few seconds (5-10 approx.). However, once it had established its position to us in a general West or Southwesterly direction from the Filter Center it moved more slowly. The other objectsmoved slower, generally speaking, except when moving up and down. Then, they moved erratically and would have spanned the distance between each finger in about a second or less. The objects all moved into the Bismarck area very quickly it seemed and then began their hovering antics in which they seemed to increase and decrease speed at will.

perspective?

5. (Actually this Question #4-Regarding Reconstruction of the Phenomonen)

a. I have thought this question over an awful lot and can reach no concrete answer or give an intelligent supposition. This was something that I have never seen before or since and is something that I can only classify in the "Flying Saucer" category, with the exception that the lights if thats what they were, reminded me of portholes or of a moving train at night.

Unidentified Objects (Continued to Question #6)

6. When the Object(s) were moving most slowly and hovering, my knuckle would have hidden it completely for a matter of seconds. It did move erratically at times and when so doing it would seem to me now at this time that it did move up or down the breadth of one or more fingers. Sometimes it seemed like a steady movement and then it would spurt and definitely reverse directions to a small extent.

7. I am firmly convinced that Mr. Wilhelm and I made simultaneous observations of at least the first and second objects and only a very short time between the last two observations of objects. We had sighted the last three objects at almost exactly the same time as I was preparing to call him when he called us. I mentioned to him at the time that we should try to make the independent observations, keep track of the change in positions and when the objects ceased to be under our surveillance we could then discuss the positions and see how closely insofar as time, distance size of object, weather aloft and directions of objects we came to each other. We correlated the information as best we could with the equipment and found that our separate, independent observations tallied very closely with each other. I also feel ~~that a surveyor~~ could ~~determine the actual~~ altitudes and possibly gather more information pertaining to the sightings. Here is why. I cut marks around my shoes in the top of the tarred roof I was observing from here at the Center, I also lined my body up with other physical objects present such as power line poles, wires (the only things that could possibly have moved slightly), a brick chimney, the corner of a brick building and several features of other buildings in the surrounding area. ~~The marks are still~~ on the roof where I changed from one position to the other and the times can be correlated to prove the exact altitude, direction, angle of bearing and other information, including the speed,

8. Insofar as the Weather and temperature inversion records, I have no idea of their whereabouts as I had never seen them at the CAA Tower. This Filter Center maintains a constant picture of the weather from our Observation Posts and these reports are used strictly for tactical purposes. We only keep these reports at the most for one month, and in some instances only two weeks unless they pertain to and offical Air Force alert or interceptions of aircraft. We did not however, have the Weather & Temperature Inversion records, nor do we have them now. Our posts are required only to call in pertinent information such as heavy rains, snows, wind direction changes and speeds, etc. However, I have just finished contacting the Bismarck Weather Bureau and they have supplied me with this information; There was an iversion on the 4th, 5th, and 6th but none on the 7th.

5 August 53 at 0300Z
Surface Inversion ~~extending up to 2000~~ feet.
Surface Temperature of 65 degrees 7°
Top Temperature of 72 degrees

6 August 53 at 0300Z
Surface inversion extending to 1900 feet
Surface temperature of 66 degrees
Top Temperature of 69 degrees 3°

4 August 53-0300Z Surface inversion extending to 1900 feet
Surface temperature of 62 degrees
Top temperature of 68 degrees 6°

Unidentified Objects (Continued from Question #8)

I cannot understand why Mr. Wilhelm could not locate the Weather Inversion records because I have just finished contacting the Weather Bureau and they stated that they have maintained their records up to date for the past 6 months and that they are readily available.

9. The objects sighted were not aircraft, balloons, or stars in my estimation because of the following reasons.

a. They had no aerodynamic features such as visible structural materials vapor trails, no sound connected with them, no exhaust trail such as a jet type aircraft would leave, the airborne characteristics were decidely different from any I have ever witnessed. Nothing was noted to make me believe there were landing lights or anything of that sort. And finally, as far as the possibility of being an aircraft, there were no known aircraft in this area at that time according to all Military and Civilian records available to this unit.

b. There were no balloons in the area at that time according to all records avalable to this Unit either. All weather balloons were down and accounted for at least two hours before the sightings. I have seen several airborne balloon both during the night and day and these objects resembled nothing of the sort.

c. I do not believe they were stars, due to their erratic movement, the speed with which they closed in on this area, and the activity which they accomplished while aloft. All this, when accompanied by the verification of twoother military Airman and 3 civilians here at the Center lead me to believe that something of a completely unusual type was up there. And also, the various stationary positions from which I watched the progress of the Objects is enough to convince me that these Objects were not Aircraft, Balloons or Stars.

10. At one point in my original statement I emphasized the point that I saw or thought I saw a type of pulsating signal from one to the other of the three objects in the North, NE and East. I believe that I also mentioned in the report, the presence of a USAF C-124 (Globemaster Cargo & Troop Carrier) which was entering the immediate vicinity of the objects. At this time, prior to even knowing of the C-124 in the area, I noticed the pulsating signal which would last about 5 seconds, stop for approximately 15-30 seconds and begin again. This happened several times and was witnessed independently by 5 other people from vantage points in and around the Filter Center. These signals or whatever they were lasted only until the C-124 was out of the area. Incidentally, the C-124 crew was alerted to spot the objects but at that time, a cloud bank or mist of some type was forming in the area. They did not see the objects because of this but we in turn could see both the C-124 and the objects very clearly. The C-124 was approximately 1½-2 miles south of the objects at this time and flying west. The signals seemed to be of a red-orange to bluish green and white color combination. It was at this time that the objects began fading from our vision. 7

11. The objects disappeared by fading from view, I believe primarily to distance and secondarily because of the light cloud bank coming in from the East. I do not believe they disappeared becasue the light went out. The only object of the group which I can truthfully say vanished to a combination of speed and distance was Object #1 which disappeared over the horizon to the West-Northwest.

Unidentified Objects (Continued to Question 12)

12. Insofar as general appearance was concerned, the last three objects sighted were alike, in general size and in the colors emitting from them. These last three, were also the ones where I saw the pulsating light or lights. Object #1 was different in that I felt that it was closer and therefore seemed larger. No signal type lights were observed on this object.

I have thought all the known quantities over in the case of these objects and arrive at a not too unreasonable answer. The answer is that these objects are Unknown, definitely and positively. The facts which we have checked and double-checked seem to bear out this reasoning. I and the two military people involved in it here at this Center come to the same conclusion. That the objects sighted actually existed, that they were not aircraft(as we know them), not stars and not balloons. However, with my limited knowledge of the subject I could not say what they are. One thing does stand out in my mind though and that is, that little is known of the Universe and it would be possible for another world to make technical advancements much farther than our own civilization. However, on the more logical side is the fact that there are several Unknown things right in our planet such as various types of weather phenomena and specifically, the Temperature Inversion Type. I believe that the inversion, if anything could have some definite effect or bearing on the so called Flying Saucer Incidents. I believe that much more knowledge should be gleaned from the Inversion of Temperature studies and maybe before too long the answer will come out of it. I still maintain though that I saw what I saw and whether it were something from another planet or something stemming from temperature inversion I saw something which I had never seen before and would really like to know the answer. I intend to keep this communication confidential and assume you will do likewise. However, if I may assist in any way at any time please contact me. I sincerely hope that I have helped in some small way to solve the riddle.

Sincerely youre,

Wesley W. Harry

WESLEY W. HARRY
S/Sgt, USAF
Operations NCOIC

P.S. I also would like to make it clear that this statement or report has no reflection on the military unit I belong to and is, in a large sense, my own viewpoint from what I believe was witnessed on the night in question. To emphasize it a bit clearer, this is not an official USAF statement from Detachment #5, 4773d Grd Obsr Sq, but is an opinion and a statement by one individual member of the unit. Thank you and good luck. WWH

WNH

NO

January 26, 1954
P.O. Box 752
Bismarck, No. Dak.

Dr. J. A. Hynek
Dept. of Physics & Astronomy
Ohio St. U.
Columbus, Ohio

Dear Sir:

It has been called to my attention by Ivar Nelson, chief Engineer of KFYR, Bismarck, North Dakota that you wished a description of the sighting of an unidentified object OR OBJECTS which ~~was~~ WERE visible to the unaided eye on the night of Aug. 4, and the Morning of Aug. 5, 1953.

The local air-raid filter center had sighted two objects on the evening of Aug. 4. One appeared due West of the city of Bismarck and another in the Northeast.

My first knowledge and sighting of these objects were at approximately 12:05 A.M. Aug. 5. As near as I could tell the one in the West appeared to be directly due West; and the other approximately 50 to 70 degrees North and East of due North as estimated at the KFYR transmitter location, which is approximately 13 miles east of Bismarck, No. Dak.

As to the description of these objects all that I can say is that they appeared much brighter than most of the stars and at times appeared to take on a rather dull blueish tint.

They appeared to move in the heavens, but at a rather a slow rate and unless a person braced his head against some stationary object to eliminate head movement it would be hard to tell that they were moving.

The one in the West eventually disappeared below the horizon and the one in the North-east gradually seemed to blend in with the rest of the stars until it was no longer visible. The time of the last sighting of both objects was about 1:30 A.M.

I hope I have in some measure helped in your research.

Very truly yours,
Leo H. Lill

4 February 1954

Mr. Leo H. Litt
P.O. Box 752
Bismarck, North Dakota

Dear Mr. Litt:

Thank you for your letter of 26 January. Your observations are of particular value to us since they were made at a considerable distance from the others.

Do you remember the passage of a C-124 type aircraft from east to west, after 01:00 ? If so, would you be kind enough to draw a sketch of your position relative to the Filter Center, giving angles to the objects (angles along the horizon and also vertical angles). In any case, however, we would appreciate the sketch giving the approximate track of the objects and the duration of the sighting.

We are also interested in the motion of these objects across the sky. I should like to ask you to think back to the occasion and pretend that for each object you hold your hand out-stretched at arm's length, fingers spread apart, so that the lower knuckle of your middle finger was centered on each object, in turn. Now then, when each object was moving it's fastest, how long would you say it would have taken it to move to the next finger? Less than a second? Less than a minute? How long would it have taken to move across the entire span of your hand?

What, in your mind, would be the strongest arguments that these objects were not aircraft, stars, or balloons?

Those of us who are pursuing this investigation certainly appreciate your cooperation and interest in this matter. Hoping to hear from you at your early convenience, I am,

Very truly yours,

J. Allen Hynek,
Professor of Astronomy

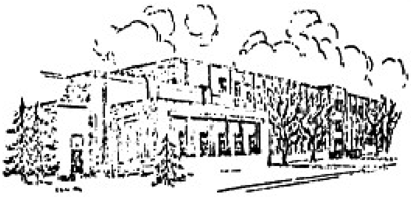
h/g

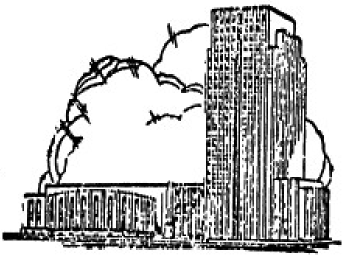
Copy to Sidney J. Lee

Bismarck Junior College

"The College with a Future"

7th AND Ave. D





SIDNEY J. LEE, DEAN
RALPH WERNER, REGISTRAR

Bismarck, North Dakota

January 14, 1954

Dr. J. A. Hynek
Dept. of Physics & Astronomy
Ohio State University
Columbus, Ohio

Dear Dr. Hynek:

I contacted Col. Harold Barker of the North Dakota National Guard this afternoon about the matter we discussed. He will ask General Heber Edwards to make an investigation and to report to you whether or not the National Guard might have been carrying on some type of experiment on the evening of August 5, 1953, which might have resulted in the phenomena that was reported.

I also contacted Ira Nelson, engineer for Radio Station KFYR, and he confirmed the visit that he had had with Captain Charles Hardin in the matter. According to Mr. Nelson, Leo Litt, an employee of Station KFYR had observed some unusual formations in the sky on the night of August 5, 1953. Mr. Nelson will have Leo Litt write out a statement describing what he saw and will have it sent to you.

If I hear anything at all which may be of assistance to you in this matter, I shall let you know. I enjoyed meeting you and Captain Hardin and I hope I can have the pleasure of visiting with you again if you are ever in Bismarck.

Yours sincerely,

Sidney J. Lee, Dean
Bismarck Junior College

SJL:cm

27 January 1954

Mr. Sidney J. Lee, Dean
Bismarck Junior College
7th And Avenue D.
Bismarck, North Dakota

Dear Dean Lee;

Thank you for your letter of January 14th. I appreciate no end your interest. We are still puzzled by the phenomenon.

I am particularly interested in the National Guard possibility, and likewise in the possible additional testimony of Mr. Litt. This will be important corroborative information. Would you be kind enough to ask him to be sure to include compass angles and elevation angles and times of sightings.

I would also appreciate it if you would casually mention this phenomonon to responsible people of your acquaintance. It is barely possible that one of them may know the answer. Thanking you again for your interest, I am,

Sincerely yours,

J. Allen Hynek,
Professot of Astronomy

jah/jg

SECURI [illegible] TION
C-3

UNCLASSIFIED

MST

2005 Mrs. Phyllis Killian, a GOC volunteer at Black Hawk, S. Dakota, called in to the Rapid City Filter Center that she had one unidentified object south-east of her post. When first noticed, the object glowed a bright red. The object then began to move to the west, changing color to green and getting greener as the speed increased. Upon reaching *How long did it take to get here?* a position directly south of Black Hawk, it stopped abruptly + and returned *(how soon)* east to the approximate position where it was first noticed. Then it disappeared behind the ridges of hills to the south-east of Black Hawk. *Was motion smooth. like an airplane?* *toward Rapid Cty !?*

How large
what ∠ altitude ?
How fast?

+ for how long?
How fast?
what was max avg. vel.?
What is geometry here?

W/O Bennett, controller on duty at the AC&W, received the report from the Filter Center. When he got the report that the object was heading south *(S.east?)* toward Rapid City (Black Hawk, pop. 75, is 7 miles NNW of Rapid City) he sent 3 airmen from the radar site out to look for it. They reported a light moving generally from north to south at a high rate of speed. This light was visible for 10 seconds. *What arc did it cover in 10 sec. Odd they should come out just during the critical 10 sec.*

At the same time, Bennett had 2 blips going south on the scope. He could not get a decent track because of ground clutter in the area.

For only 10 sec? If longer, how were the lights seen? Looks simultaneous.

what was round [illegible] done?

An airborne F-84 was vectored into the area and after a search made visual contact. The F-84 was being vectored into a blip that was remaining stationary about 15 miles NE of Black Hawk. Bennett believed the F-84 pilot saw the target that was on the scope. Shortly after the Tally Ho by the pilot, the target started to move on a heading of about 320° magnetic (305 TOC.) Four good blips were obtained. Photos of this track were taken but the camera malfunctioned and the photos were useless. The last blip occurred out at a distance of 70 miles.

N
Piedmont
*
B.H.
R.C

Stockham, the F-84 pilot, had visual contact for 20 to 30 seconds. The object appeared to be over Piedmont S. Dak. when he first sighted it. It

Where's Piedmont?

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

What were ground observers doing?!

seemed to be moving twice as fast as his F-84 or (he estimated) 800 mph. The object was "brighter than the brightest star" he had ever seen; a "bright light varying in intensity."

As Stockham gave chase, the light "just disappeared." Now low on fuel, he broke off and returned to base.

There are 6 statements from civilians in the Black Hawk area. Of these, 5 stated that the object disappeared when the jet approached and reappeared when the jet left the area. Two people said the light disappeared and reappeared in exactly the same positions. Mrs. Killian said also that the speed of the object indicated it was travelling about " 3 or 4 times as fast as the jet interceptor." While the jets were absent the light hovered, glowing brightly " a flaming red color, then diminish in intensity and then glow brightly again."

Only while the jets were absent.

How long was any one light visible continuously to anybody?

2115 Lt. Needham, in the second F-84, took off.

There was no blip on the scopes at the time. Needham was vectored to the area on a subsequent Killian's visual report. 1 hr. + 10 min. later!!?

Several minutes later, Needham spotted an object. At the time of detection he was on a course of 330° from Ellsworth AFB at 15,000 feet. The object was approximately 30° to his right and appeared to be at a lower altitude. The object was a light of varying intensity and alternated from white to green in color. The object appeared to move spasmodically up and down and then continue on its previous course. During the pursuit Needham climbed from 15,000 to 26,000 and turned to a course of 360°. After being steady on 360 for a short time the radar lock-on light of the A-4 gunsight came on and remained on. On 360, the object was directly ahead of his a/c but at a slightly greater altitude. The object then appeared to move rapidly to a much greater altitude and the light decreased rapidly in intensity. Finally, when he felt he was loosing ground, he broke off the chase and was given a vector back to the base.

For how long?

This chase was being carried on the radar scope back at the Ellsworth AC&W. Bennett was following both an unknown target and the F-84. For how long! Both were on a heading of 345 true course. The blip seemed to stay about 5 to always? 10 miles ahead of the F-84. The chase continued until the F-84 was about 80 miles out. The target continued off the scope. Needham said the light how far is this? definitely moved in relation to the stars.

The F-84 was now on a 180° heading, returning to the base. The AC&W called to advise him of another UFO which had been reported (by whom?) to be in R.C.? the vicinity of the base. Needham went down to 17,000 to go under a cloud layer. After a few minutes he saw an alternating white and red light a few miles west of the base. The light disappeared, re-appeared, and then disappeared completely. This object did not appear on the AC&W scope, but only as a blip on their height-finder indicator at 8,000 feet. During this time the radar light in the a/c blinked off and on. Needham thought this indicated a malfunction of his equipment.

Approximately 5 minutes later, Needham reached the field. When east of the base on a heading of 330° the AC&W called to request that he attempt to take gun camera pictures of the original object. After a short search he located Must have come back from the north. what appeared to be the original object and shot 40 feet of film, none of which came out. Then he landed.

22:35 Sgt. Harry of the Bismarck Filter Center, 220 miles NNE of Rapid City, received a call from Bennett that UFOs were entering the Bismarck area of control.

22:42 Harry, on Filter Center roof, spotted "a well-lighted object" moving at what angular rate? seemed a high rate of speed approaching from the SW toward Bismarck. The color of the object changed from red-green to bluish white as Harry sighted along power lines to determine the object's position and the fact that it with or against the wind?

actually was moving. Five other Filter Center people came out on the roof and verified Harry's observations. what was the duration of this total operation?

Must have felt it was a balloon.

Leaving the others to continue observing, Harry went inside and called the weather bureau to check on balloon launchings. All balloons were accounted for.

23:20 Harry called Jack Wilhelm, CAA control tower operator at the Bismarck airport, 5 miles SE of the Filter Center. what were they?

ask Harry this -

After Harry gave altitude and azimuth positions, ~~Harry~~ Wilhelm located the object 285° from his position. It resembled a bright star. He examined it with 7 x 50 binoculars, establishing that this object was not a star. How? It had a very definite color of bright green changing to yellow with occasional flashes of red. Still could be a star. Was star there?

By this time another object had been spotted by the Filter center observers at 23:11. Wilhelm also observed this object at az. 75°. It appeared identical with the first. The second object was watched by Wilhelm for 15 minutes, during which time it moved once to the south. Most of the time it was motionless. Meanwhile, the first object changed position, gradually disappearing from sight (both to Wilhelm and the F.C. people) moving to the northern horizon.

00:15 First object disappeared.

00:45
00:47 Two more objects were spotted in the north-east. These objects had movement up and down and sideways, but these movements did not cover a large area of sky. The color of these objects changed from white to red to green. Three Filter Center observers stated that the color was greenish when the objects were in motion. The fourth object to appear was of a more reddish color than the others.

Ha! Undoubtedly Doppler effect!

01:09 A C-124 Globemaster flew over Bismarck, westbound at 8,000 feet.

As the aircraft flew over, the object appearing closest to it (#4) seemed to send out constant static like signals in red and green. This "signal effect" was seen by Wilhelm, at the airport, and Harry, at the Filter Center.

W ilhelm was in radio contact with the C-124. The crew was instructed to look for the object. They saw nothing.

A chart
of where
both were
saw #4 in
relation to
C-124 might
help —
we can get the
path of the C-124.

By this time a scattered cloud layer was beginning to move in over Bismarck.

01:50 Objects faded into clouds.

No radar is available at Bismarck. All sightings were visual. About 45 people in Bismarck called in to the Filter Center to report the objects.

Any names?

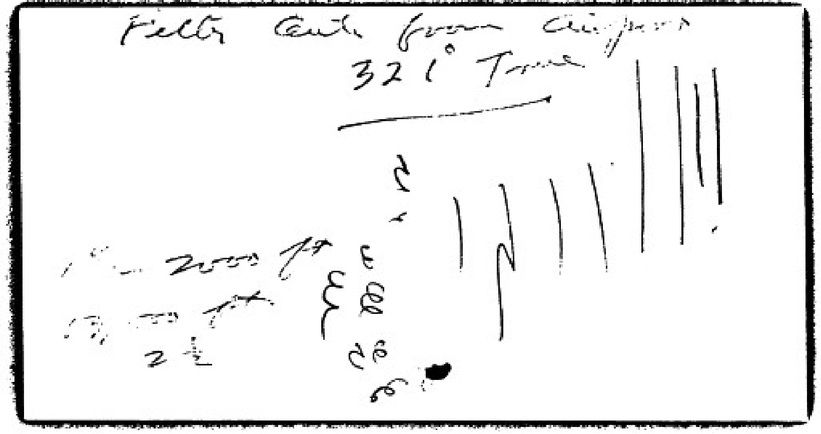
Ecxept for a few scattered clouds, the skies were CAVU, with "millions of stars", until 01:30. Winds aloft data indicate that the objects could not have been free-drifting and maintain the course and positions observed.

Star charts set for the times of observation show that there were no bright stars in the positions where the objects were observed.

1. Hotel Reg. — ✓
   - morning flight —
2. Go over angles all r ay. ✓
3. windows abt – exp. bus.
4. Photographs –
   - Sev. on roof ✓
   - Airport
5. Copy of log. ✓
6. Map of S.D. ✓

~~45 mph~~

Mark photographs


Fells Creek from Airport
321° True
2000 ft
2½

Sgt. Smith rept. on Kilbane

Photographs — Black Hawk
have Kilbane mark —

Did Aldrin ever observe incap. of Kilbane

Contradiction in times — Mrs. K (1) 20:[illegible]
45 min Colts in N.E. — Sgt [illegible]
said they were there at 20:05.

(SECRET)

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17 August 1953

SUBJECT: Report on Trip to Minneapolis, Minnesota; Rapid City, South Dakota; and Denver, Colorado

FACTS AND DISCUSSION:

1. Capt E. J. Ruppelt departed Dayton on 10 August 1953 for Rapid City AFB, South Dakota, to investigate a report of an unidentified flying object. A stop over was made at Minneapolis to check flights of Navy balloons.

2. Mr. Kieth (Telephone Main 8158, Ext. 7052) was contacted at the ONR, Navy Balloon Project, Physics Department, University of Minnesota. Balloon tracks from all Navy projects for 5 and 6 August 1953 were checked. No balloons were in the Rapid City, S. D., or Bismarck, N. D., area. A flight was launched at 1200 CST on 5 August but the load released and the balloon bag was lost shortly after launch. It was considered impossible that this balloon could have gone clear to Rapid City or Bismarck, however. Mr. Kieth also reported that CAA in Grand Island, Nebraska, found a downed balloon on 6 August. It was not a Navy balloon, and they had no track on it.

3. On 11 August, Capt John Bristol, Operations Officer of the 740th AC&W Squadron at Ellsworth AFB was contacted (Telephone 4940, Ext. 8254). Approximately two hours were spent reviewing the incident.

4. W/O Bennett, Controller on duty at the time of the incident was interviewed. His account of the incident was almost identical to that given in the initial TWX. He was on duty at 2005 MST when a Mrs. Phyllis Killian, a GOC post observer, called in an unidentified flying object northeast of her post at Blackhawk, S. D. (Note: Sunset 1920 MST - twilight 33 min.) She reported through the Rapid City Filter Center. She reported that the object was stationary, then moved south toward Rapid City. When W/O Bennett got the report that the reported object, or light, was heading toward Rapid City, he sent three airmen from the radar site to look for it. They reported a light moving from generally north to south at a high rate of speed. (See paragraph for details on their observation) At this same time, W/O Bennett observed two "blips" going south on the scope. He could not get a decent track because of ground clutter in the area. In a few minutes the GOC post in Blackhawk (Mrs. Killian) called in that the light was back in nearly its original position. An airborne F-84 was vectored into the area and after a search made visual contact. The F-84 was being vectored into a "blip" that was remaining stationary about 15 miles NE of Blackhawk. Bennett said he believed the F-84 pilot saw target that was on the scope. Shortly after the Tally Ho by the pilot the target started to move on a heading of about 320° mag. Four "good" (Benett's description) "blips" were obtained. Photos of this track were taken but the camera malfunctioned and the photos were no good. The last "blip" occurred at 70 miles and at this point the aircraft was returned to base. (This does not exactly correlate with the pilot's report in paragraph .)

[illegible] speed [illegible]

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at same time?

Mrs. Killian, the GOC observer, reported seeing the aircraft and the object. Both were moving. The object seemed to be out-distancing the F-84. As soon as the F-84 landed another F-84 took off for CAP. Just about the time it was airborne the Blackhawk GOC post (Mrs. Killian) called the third time stating that the object was back again. Nothing was on the scope (there was possibly a target in the ground clutter) So the F-84 [illegible] in on the visual report. The pilot soon got a Tally Ho and started an intercept. About this time Bennett picked up both an unknown target and the F-84. Both were on a heading of about 360° magnetic. The blip [illegible] to stay about 5-10 miles ahead of F-84. The chase continued until aircraft was about 60 miles out the intercept was broken off. The target continued off the scope. At this time the Bismarck Filter Center was alerted to look for UFO's. When the pilot got back over the base he saw another light (see pilot's report paragraph 6.) This was not picked up on the PPI scope but ~~Bennett~~ Controller did get a return on the height finder equipment in the general direction of the light, it was 8,000 ft. At 0023 MST Bismarck began to call in reports. These were covered in the ~~TWX.~~

Needham

5. ~~Lt Stockham~~ the pilot who was on the first CAP was interviewed next. He stated that he had been making passes at a B-36 north of Rapid City when GCI called and said they had a target west of Rapid City. He searched for about twenty minutes west and south of Rapid City but saw nothing. He returned to base and was about to land when he observed a light NW of the base. He started out on a heading of 350° magnetic, the object was high (30° - 45°) at 11 o'clock from him. He checked the possibility of a reflection, and determined that this was not the cause. He continued his course keeping the object at 11 o'clock for a better view. After about 30 seconds it disappeared then reappeared for another 30 seconds at the end of which it abruptly faded and was not seen again. The object was silver in color and varied in intensity. It appeared to "pull away" because it got smaller. The comment as to size was that it was "brighter than the brightest star I've ever seen".

6. ~~Lt Needham~~ the pilot, who flew the second CAP, was interviewed next. He stated that he took off and started to climb when GCI told him that GOC had a light. He was north of Ellsworth AFB on a heading of 360° magnetic when he saw a light 30° to 40° to his right and level. He thought it was a star or planet but as he looked away it appeared to "jump" 15° to 20° in elevation. (Note: Due to the speed of the aircraft and the fact that the pilot was intent on identifying the object he was not exactly sure of his positions. All positions are subject to some error.) The light seemed to be paralleling his course. The first thing the pilot did was to check for reflections in the cockpit (i.e. canopy, gunsight head, etc.) He was sure the light was no reflection in the aircraft. The light, which the pilot estimated to be considerably brighter than a star changed intensity and changed in color from white to green. When the object was first sighted the aircraft was at 15,000 ft. The pilot started to climb and the light appeared to climb faster. This was because the angle of elevation increased. He climbed to 26,000 ft. All this time

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both the radar blip of both the object and the aircraft were being carried and the pilot was talking to the controller on UHF. As the pilot turned into the light on his initial sighting he turned on his radar gunsight. As he swung onto the target the wrning light came on. No range was obtained since the sight starts to measure at about 4,000 yards. All this might indicate was that something was beyond 4,000 yards. The light remained on until the chase was broken off. After the chase, on the way home, the light blinked on and off several times indicating a possible malfunction. The sight was not checked by maintenance on return and had not been checked since. ~~Why, I don't know.~~

[illegible]

The F-84 chased the light for about five minutes, or to about 80 miles north of the base. The light appeared to make slow changes in color and intensity. ~~The pilot stated that the light definitely moved in relation to the stars.~~ After the intercept was broken off the aircraft returned toward base. On the way back the pilot "s'ed" the F-84 and could see the light over his shoulder. He finally quit looking to find the field.

About 20 miles out of base he got a visual on a similar light that changed from red to white. He was on a heading of 180° magnetic at 12 to 14,000 ft. and the light was 10° low to the right. He thought it was a car going around curves in the hills but changed his mind when the red and white lights were of equal intensity. This target was in the ground clutter of the radar but something at 8,000 ft. was picked up on the height finder radar. The light slowly went out then came back in. It seemed to be west moving since the aircraft was kept on a constant heading and the angle of azimuth and elevation increased. The light was first observed for 30 seconds, it faded, reappeared, then faded again after 30 seconds.

visual or radar?

As the pilot came around the west side of the air base and up (north) the east side he saw another light and turned into it to take gun camera photos. (The photos were no good.)

[illegible] 8. The two airmen who went outside the radar site to visually observe the object being carried on the scope were interrogated next. Two attached questionnaires cover their observations. They were taken outside the radar building and pointed out what they had seen.

[illegible] 9. A visit was made to the Weather Bureau Station at the Rapid City Municipal Airport to check weather and balloon launches (Note: the air base launches no balloons). The observer on duty looked up the balloon track for the balloon launched at 2000 MST on the 5th of August and it went south from the Municipal Airport. This puts it out of the area of the sighting. Data on inversions was not available as it had been forwarded to Asheville, N. C. (Note: The balloon tracks and weather for 2000 MST on 5 August should be has been requested from Asheville.)

[illegible] 10. No attempt was made to contact the GOC observers at Blackhawk. They had been interrogated by base personnel and were "all excited". It was believed Capt Ruppelt's talking to them would only further excite them, needlessly. Their statements are in the Form 112. add paragraph "E" on next page here

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delete 11. No attempt was made to go to Bismarck, N. D., since plane and train connections were bad and it would have required at least four more days of travel. Their report, Form 112, is being forwarded.

12. ~~On 20 August~~ the ~~large~~ VAR type balloon tracks at Lowry were checked. Two balloons (see tracks) were lost and could have been in the area at the time of the sighting.

Discussion: 13. A few comments on the sources can be made:

a. W/O Bennett, Controller Observer - This man left the impression that he was trying to prove the existence of a UFO. It is very unfortunate that no scope photos were available to colloborate his story. He saw targets on the scope, there is no doubt about it, but whether they acted exactly as he stated is unknown.

b. The two airmen that went outside to observe the object that was being carried on radar and reported by the GOC were not sure of what they saw, at least this is the impression they left. They were told to go out and look for a light so they saw one. Their description fits that of a meteor. They only saw a "streak" in the sky. They did not see it return north, only go south.

c. ~~Lt Stockham~~ the first pilot only got a glimpse of a light so he could not add much.

d. ~~Lt Needham~~ The second pilot gave the impression of being "on the ball". He obviously was trying to convince himself the light was a star, but was having difficulty. He took a realistic approach and had done some logical reasoning. He was worried about the fact that the light moved relative to the stars.

e. All the sightings at Bismarck are doubtful. The AC&W Station called the Bismarck Filter Center and told them to "look for flying saucers", a perfect set up to see every star move around.

CONCLUSIONS:

delete 14. No definite conclusions can be made. By knocking out doubtful sightings the only thing that can be reasonably assured is that a GOC post observed a light. This could have been a balloon or star. Radar picked up something in the general area of the GOC post observation and vectored an aircraft toward it. The pilot saw a light and took after it. He got a radar lock on but it could have been a malfunction of the sight. The star Capella is possibly (???) visible low on the horizon to the north and the pilot could have seen this except for the fact that he swears the light he saw moved relative to other stars. It might have been a balloon except that he would have caught up with a balloon very soon, in a minute or two.

RECOMMENDATIONS:

15. It is recommended that further study of this incident be made by Dr. Hynek and A/1C Futch.

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SGT [illegible]
MR WILHELM
LT [illegible]TZ
HC [illegible]
[illegible]

INFORMATION FROM [illegible]ION STATEMENTS ONLY

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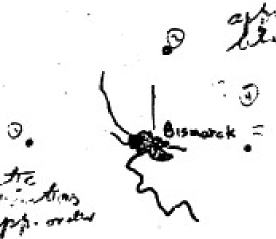
Harry #1 – [illegible] called [illegible]

Obtain Date

Koonty



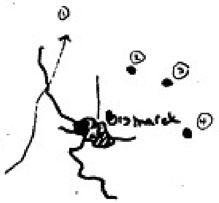
②
③
④
Bismarck

apparently like #1

[illegible] of app. [illegible]

erratic
– [illegible]
no app. order
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]

Harry



①
②
③
④
Bismarck

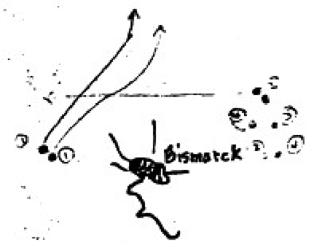
Called from A.C.

① 0542Z – 0715Z
② 0612 – 0850Z
③ 0745 – } 0540 – 0850 clouds
④ 0747 –

Wilhelm

②?
Bismarck
I①

c 124 a/c



③
①
Bismarck
②
③
④

① 0620 +
② [illegible] later,
for 15 min
[illegible] until 0840 –
then clouds

① 0542 – 07[illegible]
② 06[illegible] – 0550
③ 0745 } – [illegible]
④ 0747

No times stated by [illegible]
except that at 0900± ② was only
still [illegible] visible

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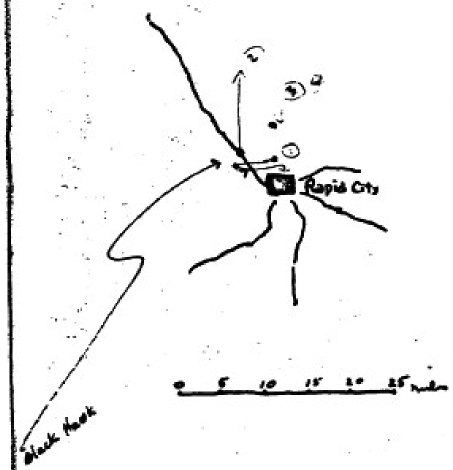
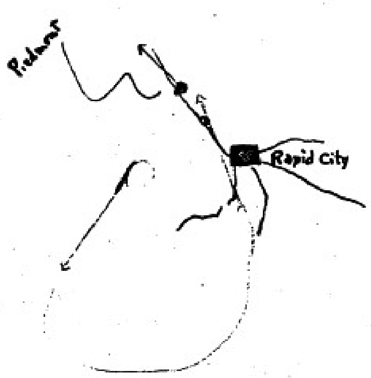
See Killian [illegible]

KILLIAN



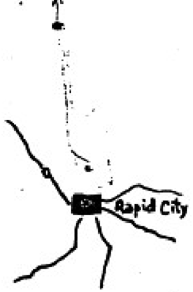
Rapid City
Black Hawk
0 5 10 15 20 25 miles

STOCKHAM:
FLIGHT PATH =
OBJECT ●

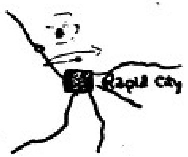


Piedmont
Rapid City

NEEDHAM



[illegible]
[illegible] JIM ALDREN 2005



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The following information is verbatim from the Military Personnel Operations
Log located in the Bismarck Filter Center, Info pertains to the Various sightings
of Unidentified Objects on 5-6 August 1953.

"5 August 1953-A/1C Richard B.J. Haugen on duty at 1600 hours.---Report
on unidentified object, received first call from Velva observer. She hadn't
seen it but a farmer at Bergen, N.D. had seen it, had called her, so she not-
ified. Then I in turn called Mr. Otto Baden, Post Supervisor at Bergen, N.D.,
and asked him. He reported that it was round, very large, and by the natural
eye it looked white and through the glasses it looked red on top, white in the
middle and red on the bottom. But, he said that it could have looked that way
because of the sun shining on it. It was sighted at 0040Z and he could see it
yet at 0100Z. We got the 2nd call on it from Balfour, N.D. from Mr. Pete Weidler,
the Ground Observer Supervisor, and he stated that it was round, slightly oblong,
white in color and only one object. It was moving very slowly, east-Southeast
of Balfour/ There was no sound, it seemed to be just sitting. It was seen constantly
from 0045Z to 0115Z. The 3rd call was from Mr. Mel Alme, Post Supervisor at
Drake, N.D. He looked at it through 7 power binoculars and its altitude was
about 1500 feet. It was round, 6-8 feet in diameter, white in color and moving
very slow. He said that he was sure it was a weather balloon. This information
was called into our Direction Center (GRADY) as soon as I received it. The
Duty Controller said it had been identified as a weather balloon and that we
would not have to send in any further reportd. (The following info is the report
on the objects sighted here at Bismarck and pertains directly to the Reports
sent in by the Center) "I received a call from the Grady Controller at 0343Z.
A bright shining object was flying Northwest ata very fast rate of speed. It appeared
red while traveling slow and greenish when traveling faster. A Rapid City women
noticed it first. Then a pilot from Grady saw it and tried chasing it but couldn't
overtake it. It would be coming up through A A area, so didn't notify posts or
other personnel. Called Billings and let them know as it probably would come
into their area. Grady called at 0515 on the unidentified object. It was 70 miles
south of Dickenson.

Following is the report logged by Lt. C.W.Koontz.-----Lt. Koontz was called.
Officer arrived 0528. Position of unidentified object now given by Grady to be
approx. 15 miles North of Rapid City. Flying no particular direction. Posts in
EB and CB area alerted. Later expanded to parts of DB, EB an EC. At 0538 Grady
gave position in DB area moving NE. S/Sgt Harry at 0542 then sighted object at
EB 0248. Reported as star like lbject moving erraticly in a small radius at 2 to
3 thousand feet. Verified by Haugen, Dahl, Owens, Mandigo. Koontz At 0611 another
object was sighted by S/Sgt Harry and Lt. Koontz at approx. EB 1754. Again
verified by Haugen, Hahl, Owens, Mandigo. At 0648 call received from Art Wehr at
Anamoose...reported seeing object at approx 0200 ? .. assumed by officer to be same
object as reported earlier by Bergen, Balfour and Drake. Mr. Wehr quite sure it
was not a baloon. Upon calling CAA discovered all balloons raised at 0400 Z-
down at 0423, almost two hours after reports. At 0715 object to west mowed west
then north and faded over the harizon. Reported by Jack Wilhelm, CAA representative
to have left trail some-what like that of a sky-rocket. At 0745, object reported
at EB 2549 by Owens, S/Sgt Harry, then verified by Dahl and Lt. Koontz. At 0747
object reported at EB 2050. Verified by Owens, S/Sgt Harry- Verified by Dahl and
Lt Koontz. At 0850 Z all objects NE and E of Filter Center had faded. People
present during observations, Mrs Gert Dahl, Mrs Mike Owens, Mr Charlie Mandigo
Lt. CW Koontz, S/Sgt Harry and A/1C Dick Haugen.

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After 5 years of nearly continuous association with the investigation of Unidentified Objects, during which time the handling of the work by the Air Force has "changed management" several times, I feel that there is some point in setting down some recommendations based on my experience.

At the present time, three things stand out in my mind very clearly with regard to the investigation of Unidentified Flying Objects. These are:

(1) Confused state of public opinion regarding both the Unknown sightings and the attitude of the Air Force. The public has been repeatedly told that "there is nothing in UFOs" but at the same time, writers like Keyhoe stir their imaginations by repeatedly pointing out in one way or another that with one or two exceptions, there is no case on record of a bona fide Unknown having been taken off the Unknown list. That is, the public, through the efforts of such best-seller writers, is aware that "once an Unknown, always an Unknown." This fact alone does not breed confidence in Air Force investigations. A case in point is the North-South Dakota sightings of August 1953. I should like to choose this case as a proto-type in the following two points.

(2) In the Dakota case cited as a proto-type, we have an illustration of a weakness of the present defense set-up. Here was a case, among others, in which " something" was around for three hours or so, and yet radar observations, visual observations, and attempted jet interception yielded nothing. When writers like Keyhoe get hold of this incident (as someday they surely will) is not the public bound to ask "How is it that our vaunted defense set-up can be baffled by a set of lights in the sky?

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Would our defense set-up likewise be baffled by an actual enemy in the sky that hovered around for three hours?" In short, it appears to me that whatever the stimulus may have been which gave rise to the convincingly large number of serious reports, the fact remains that a recognized Air Defense-Interception post was unable to cope with it. Should not the question be asked, "Why, after three hours of nearly continuous sightings, was the Air Defense Command unable to identify, intercept, or otherwise cope with the " event." That is, regardless of the original stimulus, whether it was just a matter of reflected lights, of balloons, of unidentified aircraft, or of other cause, why, with the expensive and elaborate defense set-ups we have, was it not possible to say after a period of three hours that this incident was caused by balloons, aircraft, lights, or something else? Is it too much to ask that a defense post which is alerted and has access to unknown objects for about three hours, should in that period of time be able to tell at least whether the objects were tangible?

(3) It appears to me that public interest in "flying saucers" may be dormant but can be excited with small provocation. In view of the lack of public confidense in official Air Force answers, it appears ~~to me~~ that were I an enemy about to launch another Pearl Harbor, the smartest thing I could do would be to have my agents two days before the attack launch a host of false flying saucer stories. Then, when the first bomb dropped, I feel sure that one-half of our population could easily be convinced that the bomb came, not from the enemy, but from extra-terrestial invaders, and our defense morale might be seriously weakened. One has only to think back to the panic of the Orson Welles Invasion From Mars to realize what a potent psychological weapon flying saucers could be in the hands of a clever enemy.

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All three of the above points seem to me to point out that the "flying saucer" issue is not a dead issue, but a smoldering, potentially dangerous matter. It appears ~~to me~~ that especially at the time of a thorough lull in sightings, the time is ~~ripe~~ good for public education for two purposes:

(a) To build confidence in our defense set-up and it's ability to cope with strange phenomena, and

(b) To acquaint the public with the possible use of flying saucers as a psychological weapon.

There is no sense in being hush-hush about this since only the enemy can benefit. Personally, I believe the public should know that during July '52, the military communications were jammed, mostly by a lot of nonsense, and that this might happen again if they allowed themselves to become panicy. The best cure for panic is knowledge that (a) Unknowns are being studied to put them on the Known list, and (b) that our defenses are good. As proof of point (b), actual case histories of how the "Air Force detectives" go about, in Sgt. Friday fashion, in showing that something that was extremely puzzling and potentially fear-breeding, was unmasked. A case in point would be the investigation of the Monroe, Wisconsin incident, which turned out to be Venus.

During my five years of nearly continuous association with this work, I have, on a great many occasions, on trains, in public places, in dinner conversations, etc., ~~have~~ casually introduced the topic in as off-hand a manner as possible, only to find that most people have definite opinions and that most people lack confidence in Air Force public relations regarding this matter, and in the purported solutions. They do not believe that all can be explained

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by "Menzel mirages" nor do they believe that experienced pilots, control tower operators, and Ground Observation Corps personell, can be so easily fooled. The consensus among the public is, I would say, that the Air Force "knows all about it" but refuses to say anything. Is this not precisely the psychological climate that would be a perfect set-up for possible enemy use of a flying saucer scare? The public reaction would be, I am almost certain, "Well, here it is — the Air Force knew all along that this was a real danger, but tried to pass it off. Now here they are bombing us!" We can certainly handle ourselves in the face of a human enemy, but in the face of an imagined "super-human" enemy, our will to resist could be seriously impared, much to the delight of our human enemy that perpetrated the hoax. By the time the hoax was unmasked, the damage would certainly have been done.

I would recommend therefore, that

i) Selected "Unknowns" continue to be worked upon and due publicity be given them when a satisfactory solution is reached.

ii) To make public the results of recent statistical investigations, pointing out that modern methods of statistical analysis do not reveal any significant patterns in the well-attested Unknown sightings, but, however, with the frank admission that a statistical analysis is only as good as the available data allow.

iii) A popular, well-written history of the flying saucer phenomena, and its investigation should be prepared to be issued, when and if the time appears appropriate.

iv) Announcement that the Air Force is interested in the phenomena which cause reports, on a scientific basis, and that even though such reports are based on mistaken identity, meteorological phenomena, or upon heretofore unknown natural or "unnatural" phenomena, the Air Force is studying these

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as being of interest in themselves, as indications of how people react, and how panic is propogated, so that perfectly natural phenomena, or even false stories about such phenomena, can not be used effectively by an enemy against us in lowering our defense morale.

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[redacted]

Final Report

Case C-7

[redacted]

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DOD DIR 5200.10

UNCLASSIFIED [redacted]

An account of the investigation by Capt. Chas. Hardin, USAF, and J. A. Hynek, of the reported visual/radar sightings of Unidentified Objects at Bismarck, N. Dakota and Black Hawk, S. Dakota, on 5/6 Aug. 53.

We arrived in Bismarck at about 1900C, 12 January 1954, where Sgt. Wesley Harry of the Bismarck Filter Center met us. Within 20 minutes we were at the Filter Center and had been offered a cup of coffee. We first examined the original logs of the incident, and Sgt. Harry pointed out that the Filter Center was first alerted at 0515Z 5 August 1953, that an object was about 70 miles south of Dickinson, N. Dak. At 0523Z another call came in stating that an object was 15 miles north of Rapid City. At 0538Z a call came in that an object was just south of Almont. At 0542Z, or 2342CST, Sgt. Harry sighted an object from the Filter Center roof. He had gone out on the roof to look toward the SW to see if he could see anything of the reported object.

Re; Fig. # 1. Sgt. Harry's description of the object has been treated many times in the reports and so I asked him primarily about motions. Fortunately he had power lines near by and as soon as the object appeared he checked his position on the roof by marking points around his shoes. The motion of the object was described as indicated on photos # 1 and 2. He stated that this represents the mean motion of the object, but that in between it moved erratically up and down as much as one or two times the distance between the horizontal telephone wires. He insisted the motion was abrupt. Apparently it came in rather rapidly, but when it got west of the Filter Center it hovered, moving up and down.

Mrs. Owens spent most of her time watching this object and her evidence was essentially the same as that of Harry although she did not see it as soon.

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She maintained that in the western part of the sky it would remain stationary, then hop up several degrees very quickly -- almost instantaneously -- stop, move to the left and then swerve down in sort of a slanting motion, repeating these maneuvers many times. By this time everybody at the Filter Center was very excited and, as they said, shaking, because they "had the feeling that somebody was watching them."

This original western object disappeared sometime between midnight and one a.m. Just about midnight, however, the Filter Center people almost simultaneously saw other objects to the east. Object # 2 was sighted at 0611Z to the north of east. At 0745Z and 0747Z two other objects toward the east were seen. The plots of these objects are given on photos 3 and 4. The best drawing of the positions and motions of the objects comes from Sgt. Harry and is included as Fig. 6A.

Mr. Wilhelm was located at the CAA Control Tower, 2½ air miles away such that the Filter Center had a bearing of 321° from the tower. He saw all 4 objects also, but not exactly in the same positions. Since there was a chance here of getting a fix on these objects, we spent a fair amount of time having Sgt. Harry and Mr. Wilhelm sight the remembered positions of the objects at the time a C-124 Globemaster came by at approximately 0800Z. This establishes a point in time, and Fig. 2 and 4 show the position of the object at the time of the passage of the C-124. Object # 1 in Fig. 2 is denoted by the "x". Harry stated that the bearing of object # 1 was 264° at an 08° altitude. Wilhelm gave the position of the object as 295° and 13° altitude. The altitudes do not check, but the bearings place the object about a mile and a half west of the Filter Center. If one adopts a mean value of altitude, the fix places it at 3½ miles from the airport and 1¼ miles from the Filter Center. The motion over a good number of degrees, the apparently close position, and the many changes of color would appear to rule out a star.

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Object # 2, at the time of the passage of the C-124, is indicated on Fig. 3 and 6. Mr. Wilhelm states that the object was almost due north and had an elevation about equal to that of the "guardians of the pole," which would place it about 30° up. We visited the control tower several times, once at night with the sky clear, and had ample chance to check positions and comparisons with stars. Wilhelm has had much opportunity to observe stars from the control tower, and it appears inconceivable to me that a man with 13 years experience could have mistaken stars for these objects. Furthermore, Mr. Wilhelm examined the objects with binoculars and pointed out that though they resembled stars, their motion and their color changes were such as to rule out this possibility. At any rate, if one adopts the angles and altitudes of object # 2, one finds that it was about $3\frac{1}{2}$ miles from the Filter Center and about 5 miles from the airport at an altitude of about 10,000'. This is obtained as a mean of two figures: 5 thousand and 15,000 feet. Mr. Wilhelm, it appears, consistantly estimated altitudes higher than Harry.

Object # 3 is indicated on Fig. 4 and 6. Fig. 5 shows the relation of the Filter Center to the tower. The bearing of the Filter Center is 321° as computed from a surveyor's map of the city. As will be noted, from the Filter Center, object # 3 was a little to the north of east, where as from the tower it was a little to the east of north. This places it almost exactly 3 miles from both the Filter Center and the tower. Again, in altitudes, there is some discrepancy, but taking the mean of 3,000' and 8,000', we get something of the order of a mile high.

Harry as well as Wilhelm stated that object # 2 was the highest in the sky, and # 3 and 4 considerably lower. Object # 4 appears to have been the farthest away, since, as Fig. 4 and 7 show, it had about the same bearing from the tower as from the Filter Center. The angles must be regarded as indeterminate, and as far as altitude is concerned it appeared higher from the tower than from the Filter Center. The altitude is indeterminate since we do not know the distance. All observers said the objects could not truly be distinguished one from the other, One or more objects, then, were visible from 0542Z until 0850Z; that is, for approximately three hours.

We interrogated not only Sgt. Harry but Mrs. Owens, Mr. Mandigo, Lt. Koontz, and Mrs. Dahl. While their stories did not agree exactly (and this would have been suspicious if they had) there was general agreement as to color change, motions, and the fact that the objects actually had been there.

One other behavior of the objects is worthy of mention, and it was pointed out repeatedly. At the time of the passing of the C-124, the object closest to it -- object # 4 -- appeared to blink in a sort of a signaling way. It was likened to the signaling of a ship's signal blinker but not as fast. It was most pronounced in # 4, but they said it was taken up by # 3 and then # 2, as though a wave had passed from # 4 to # 2.

ANALYSIS

Origin:

1. Stars:

There is the possibility that object # 2 might have been Capella, although if the motion as drawn by Harry is to be trusted, this is ruled out. Likewise, in the triangulation from the airport and the Filter Center. Object # 2 appeared to the NE of the Filter Center and due North of the tower. The tower directions are to be trusted since the window faces directly North and object # 2 was seen

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square out of the window. It is the opinion of this observer that unless all six observers are unable to distinguish a star from anything else, the stellar explanation will not hold. Further, the angular positions appear to rule this out.

2. Balloons:

If these objects were balloons, they would have to be captive balloons because of their restricted motion and the fact that they did not rise. Extensive inquiries were made as to the possibility of any experiments going on in that area at the time. The weather bureau was consulted, since in previous years there had been some cosmic ray experiments by Dr. Pickard and Dr. Nehr. In both cases they had consulted the weather bureau for wind conditions. The weather bureau knew of no experiments at that time. The Dean of the Bismarck Junior College was consulted to see if he might have known of any experiments at the time. He took us to see the head of the North Dakota State Museum, and he also knew of nothing. We asked to check the hotel register of the best hotel in town, and found no names that might have had any connection with scientific experiments. We likewise checked the newspapers for that period, and although this incident was mentioned, nothing else bearing upon it was. The newspapers did mention that television towers were being errected at approximately this location at the time. Accordingly, the engineer of the TV station was consulted and he stated that at no time were any experiments carried out relative to the construction of the towers.

3. Aircraft:

All observers are reasonably well experienced with aircraft, with of course Mr. Wilhelm being the "authority" among the observers.

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Aircraft must definitely be ruled out. The only hope is that these were balloons, but in the absence of any evidence for experiments going on at the time, or of these lights behaving as balloons, this appears a desperation solution.

All that can be said is that if the angles are correct, or even approximately so, since after all, one person saw the object to the north and the other observer saw it to the east, the phenomena was a local one. The objects were not observed in the O.P.s around Bismarck though these had been alerted, and it was not reported in Mandan, which is just 5 miles west of Bismarck. They are reported to have a very active Observation Post. In Captain Ruppelt's original report, he stated that although he did not visit Bismarck, he felt that in as much as they had been alerted to watch out for something, they became excited and " saw lights." I cannot accept this interpretation in the least since the observers interrogated were in my opinion a definite cut above the average person. The operation of the Filter Center seemed to be very efficient and it was apparent that they had recruited very good people for the work. Sgt. Harry in particular appears thoroughly reliable and accurate and is very much "on the ball." I would personally tend to discount the rapid up and down motion and the erratic motions because it is well known that a point of light watched consistantly will appear to do very strange things. But for the changes of position, especially since the objects were around for nearly three hours, and the changes of color, appear to be substantiated. However, even the color changes may be entirely subjective, so that when one filters down the Bismarck evidence, one comes to the conclusion that some objects were observed there which were not stars nor aircraft and if they were balloons they were extremely strange ones whose presence was totally unexplained. It is most unfortunate that pictures were not taken of these objects, and it is the recommendation of this observer that

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future communications from ATIC should stress emphatically that pictures be taken and instructions included for taking star trails for practice.

The local nature of this phenomenon should be stressed. The apparence of the first object in the direction to be expected from the alert from Roller Skate may be regarded as coincidental. It seemes improbable though certainly not impossible that these were the same objects observed near Rapid City.

We can conclude that there is no ready explanation for these objects. To call them aircraft, balloons, or stars becomes somewhat of a desperation move, though the balloon hypothesis would be the least objectionable. The objects were star-like, changed a great deal in color, and were probably fairly local. With reference to the last point, if they were local they were not large, or at least the lights were not very bright because the lights apparently were not much brighter than a 1st magnitude star, and some observers stated that often they were considerably fainter.

Until further explanation is forthcoming, this incident must be put down as one of the best examples of the nocturnal meandering lights which have been reported elsewhere in the literature. To do otherwise would be to doubt the first order objectivity of observers who stood up very well under considerable questioning. The triangulations also bear out Sgt. Harry's visual estimates of the distances, even though such estimates must be subjective. He stated the first object was 2 to 3 miles west of the Filter Center and calculations show 2 miles. Object # 2, he felt was 6 to 8 miles away, and calculations show approximately 3 miles.

Despite the fact that the incident started in Rapid City and Black Hawk, the evidence there does not hold together in the manner of the Bismarck

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evidence. The observers are more excitable and less matter of fact and certainly have less scientific background then the observers in Bismarck, with one or two exceptions.

Three kinds of evidence are present in the South Dakota sightings: visual from the ground, from GOC; radar evidence,; and visual from the air. All visual sightings at Rapid City and Black Hawk were quite low on the horizon. This itself makes matters suspect. The initial incident which started the whole train of events was the sighting by Miss Killian at about 0305Z, of an object which appeared in the south-east, moved rapidly to the SSE, changing color from red to green as it did so. It then hovered there for awhile, she said, and went back quite quickly and disappeared back of the hills. When asked to estimate the time it would have taken to cross the fingers of her out-stretched hand, she estimated about 5 seconds. This is quite in contradiction to the original statements. She was observing it from the front steps of a neighbor's cottage, and accordingly, Fig. 9 and 10 are shots taken from the exact position of the observation. Mrs. Daughenbach, who saw the object simultaneously, said at first "it's nothing but the red tower light." (There is an FM tower with a red obstruction light barely visible from their porch.) This establishes at any rate the redness of the color. The changing to green might be subjective although both were emphatic that it did this. Both women were asked quite independently to draw in the path of the object, and the paths more or less agree, as seen in Fig. 9 and 10. Since this was the instigating incident, it is interesting to speculate whether this was an aircraft. Miss Killian, although an excitable and rather cocky individual, and in some respects overbearing, is nevertheless rated as one of the best observers connected with the Filter Center. She is reputed to know planes in detail and has on occasion identified the aircraft as to type and motor when it would

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only dimmly be heard in the distance. To the direct question as to whether this might have been an aircraft, she emphatically stated that this was out of the question; that she knew aircraft, period!

She alerted the Filter Center, and they immediately notified the ADC radar at Ellsworth AFB. The base is located about 10 miles directly east of Black Hawk and Black Hawk is about 7 miles NW of Rapid City. Three posts therefore formed a triangle and it is most unfortunate that at any given time objective observers were not present to give directions. No such observations exist, and the distances of these objects, if present at all, are indeterminate.

Miss Killian next states that she saw an object directly overhead which moved very rapidly to the north. She was the only one who saw this, however, and it is possible, in my opinion, that this might have been a meteor. She states of course no; she knows meteors!

At about that time she got into her car and went over to the Aldren farm, about 3/4 mile away. She went over after the object had disappeared to pay a neighborly call and tell them what she had seen. As she was talking to Mrs. Aldren it was the latter who sighted the second, or really the third object. It's position is indicated in Fig. 11. Note the closeness to the horizon. This object did not move, was starlike, and in my opinion could very well have been the star Capella. It remained in approximately the same position, they state, for over 2 hours. The Aldren boys and the elder Aldrens were inside, and would pay no attention to the talk of the women outside who said they saw some strange object. Jim Aldren told me that he felt the women were just seeing things. Finally, he came out and became convinced that some object was present. He is shown in Fig 11 pointing to the approximate position of the object. Certainly there are a lot of open spaces there in which to

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locate objects.

In the meantime, the original sighting of the object shown in Fig. 9 and 10 had been reported to the radar center, and strangely enough, unknown blips appeared on the radar. Lt. Stockham was up on CAP at the time, having been up for some time, and Mr. Bennett, the radar operator, asked him to have a look around. For quite a while Stockham did not see it (Stockham was not present in Rapid City, but arrangements were made to interview him by phone from Great Falls, Mont.) He stated essentially what he had in his original report: that he finally did notice the object which was bright and star-like, that he observed it for only 20 to 30 seconds, and that it had gone away from him extremely rapidly.

Fig. 11 is the radar scope diagram drawn by Bennett. Unfortunately the radar camera did not work. Bennett, who was quizzed in hospital because of a broken arm, stated emphatically that the blips had definitely been "painted", and that each successive blip designated on the chart was actually a successive one. That is, each swing of the antenna produced the next blip. He stated that he had the F-84 and the UFO in at the same time.

Stockham had come down because of low fuel, and Needham had been sent up. Bennett stated he had Needham and the unknown on the scope until the object was out beyond 85 miles heading north. The radar, it is generally conceeded, was not malfunctioning, but some people at the post indicated that reflections, or "anomalous propagation,"were not unknown.

There is an interesting personality conflict in both Bennett and Needham. Bennett is rated as excitable, but pretty sure about what he sees. He stated, when asked why Needham had not continued pursuing the object, that Needham had become so excited that he was almost unintelligible on the radio

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and that Bennett felt it would be best to bring him back to base before something drastic happened.

Needham was interviewed for an hour and a half, and of all the people interrogated he was the most difficult to pin down. On one hand he stated that the object had been below him, had risen, and had pulled away from him with considerable speed; and in the next breath he felt that he had seen a star. He stated that Bennett was excitable, and that the radar gun sight in his plane which had locked on was probably malfunctioning. He gave the appearance to me of one who ~~is~~ was trying to back out of an unpleasant situation. He did not wish to commit himself on anything, and gave the impression that the less he heard of it in the future the better. This may be because he felt he had not acquitted himself adequately in pursuing the so-called object. At the time of the pursuit, however, it must be stated that he had had only 12 hours of night flying experience. He substantiated the point that on moon-less nights, it is impossible to have a horizon aloft and that any light that is seen generally appears to be in motion. Mr. Bennett had sent out three radio men from the radar room to take a visual look. The general opinion as to the competency of these men varies. There seems to be enough evidence that they are not particularly reliable, and although they stated in signed statements that they had seen objects moving around, it is impossible to evaluate the correctness of these statements. All three men have since been honorably discharged from the service and could not be located for questioning.

ANALYSIS

As far as the Rapid City sightings are concerned, we have a train of circumstances which, if entirely coincidental, are remarkable indeed.

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Even if we grant that the original sighting was an aircraft, which is stoutly denied by the observer, and that the 2nd object was a star, which is equally denied by the observers, it appears odd that of all the nights for the radar to show strange blips would be on that night. The testimony of the pilots had best be omitted, since it can be taken positively or negatively with equal ease. The alerting of the Bismarck Center at that critical time and their sighting the object(s) is also most coincidental and might well go down in the annals of improbability if the entire incidents were unrelated and the product of mistaken identification.

FINAL CONCLUSIONS

In the absense of what might be called truly scientific data and in the absense of photographs or other tangible evidence, the facts as stated by about a score of observers separated by 220 miles, are open to two widely opposed interpretations.

One is, that an aircraft was originally sighted, second, that the object observed at the zenith was a meteor, third, that the object in the north-east was a star, fourth, that quite coincidentally, the radar showed reflection blips, fifth, that the pilots were chasing stars, sixth, that an experiment of some sort was going on in Bismarck, evidence for which is entirely unobtainable from local sources, and that the experiment was instigated at precisely the time that the other set of strange coincidences 220 miles away caused the Bismarck Center to be alerted.

This, I say, is an explanation, but one which appears to strain the concept of coincidence to its extremes. Even were the Bismarck incident alone it would be worthy of attention, but fitting as it does into the pattern of the total happenings of that night, it is rather phenomonal.

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The other interpretation, of course, is that unknown aircraft, with the term very broadly defined, were active in the area.

The lack of clinching data at a time like this is particularly deplorable. If, for instance, in the Bismarck area a simple Cessna had been available to make the trip of a few miles to see what the lights were, it would have settled a lot. However, as has been pointed out, perhaps the lights hovered in the Bismarck area because they were not pursued, as where in the Rapid City area they showed extremely rapid motion on the radar because of pursuit. Further, the ground observers stated with utter conviction, that when the jets were up, the lights went out, and as soon as the jets were out of the way the lights reappeared. The entire incident, in the opinion of this observer, has too much of an Alice in Wonderland flavor for comfort.

Original Signed by
J. ALLEN HYNEK

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1. First sighting by Sgt. Harry at 0542Z from Bismarck Filter Center roof. Looking S.W.

2. Due West from Filter Center roof. Continuation of path of object # 1.

Project
PPS-1

No: C-7

3. Harry's # 2 object.

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4. East from Filter Center. Harry's objects 3 & 4 at time of C-124 passing through area.

5. Relation of Filter Center to CAA Control Tower.

6. Due North from Tower. Harry's # 2 & 3 objects; same as Wilhelm's # 3 & 4 objects.

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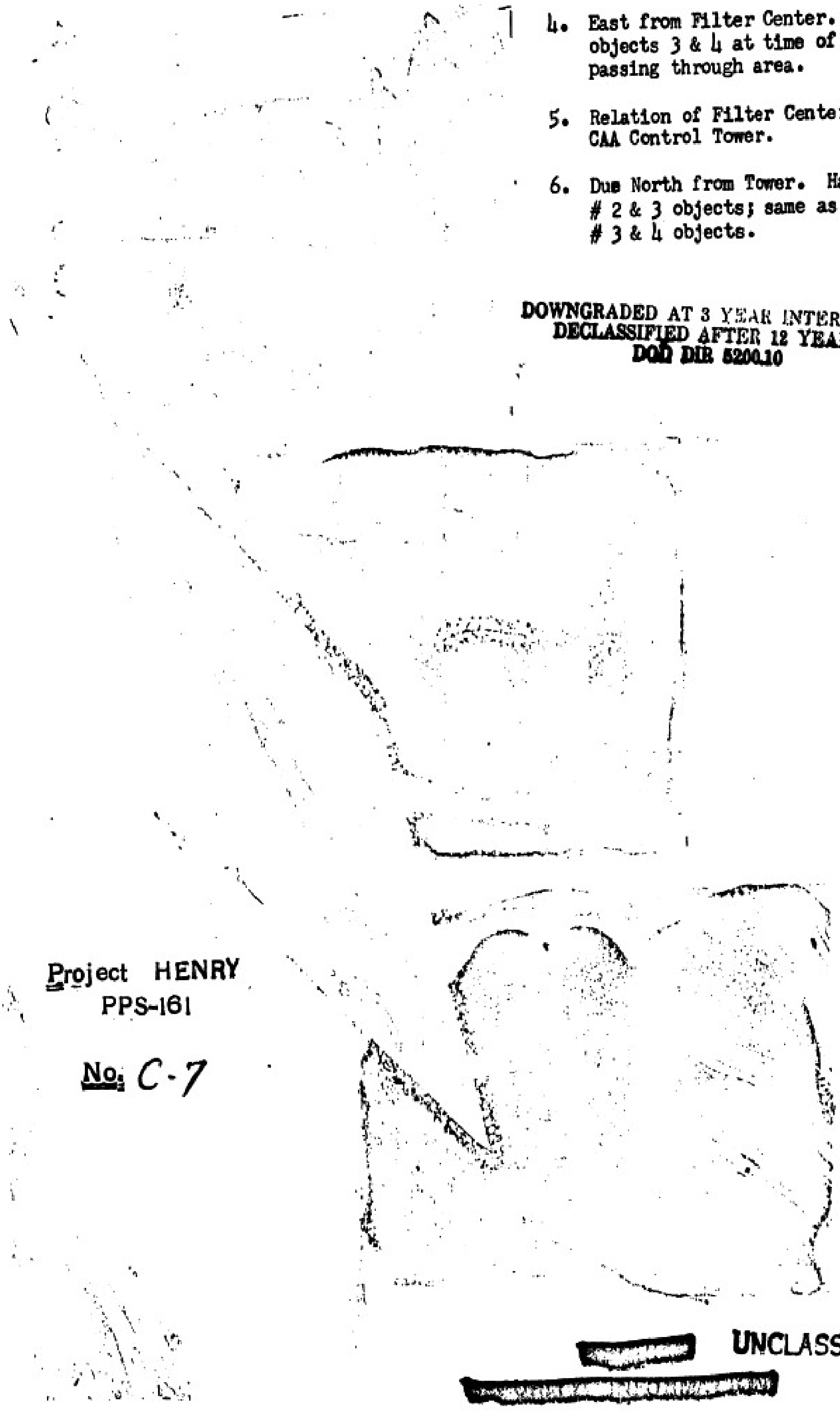

Project HENRY
PPS-161

No. C-7

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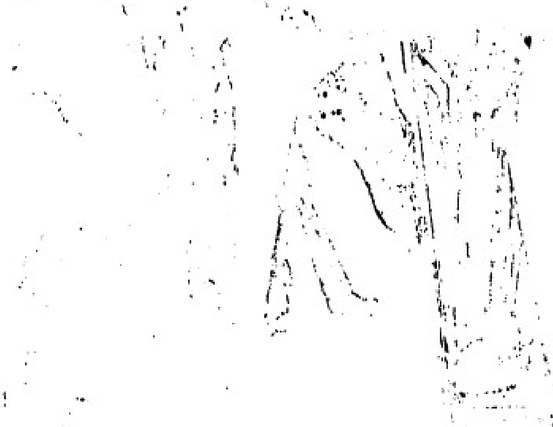

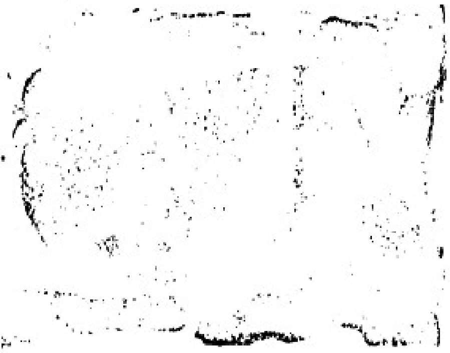

7. Due East from Tower. Position of Harry's # 4 object (Wilhelm's # 2) at time of passage of C-124.

8. Approach to Bismarck CAA Tower.

9. Killian original sighting from Daughenbach front steps, Black Hawk, S. D.

10. Daughenbach observation of same object. Looking S.E.

11. View N.E. from Aldren farm. Object marked.

Project HENRY
PPS-161

No. C-7

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Fig 12

30. IF SCOPE PHOTOS ARE NOT AVAILABLE, PLOT THE TARGET TRACK AS ACCURATELY AS POSSIBLE. GIVE THE TIME AND ALTITUDE (IF MEASURED) FOR EACH POINT PLOTTED. PUT THE NECESSARY RANGE SCALE ON THE DIAGRAM.

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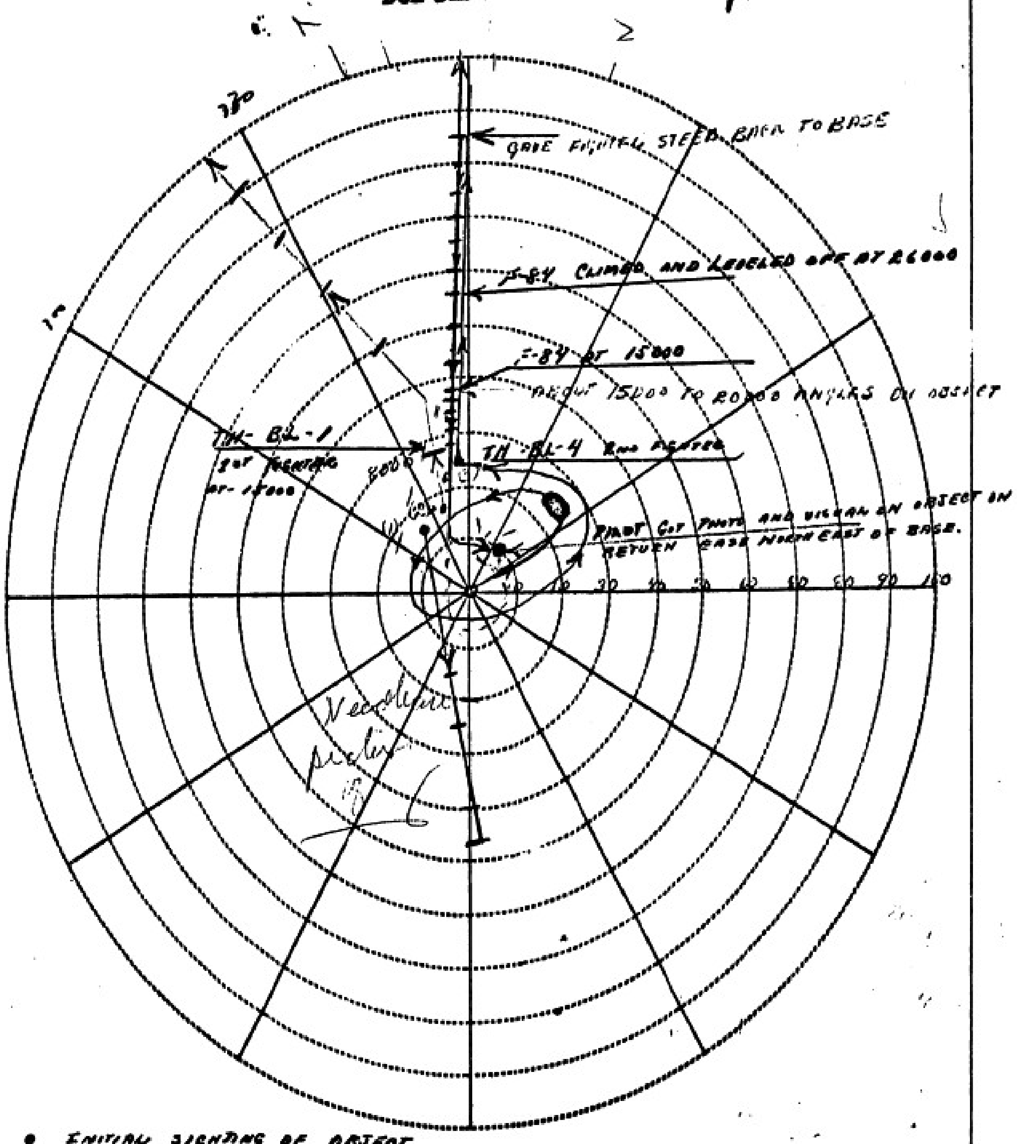
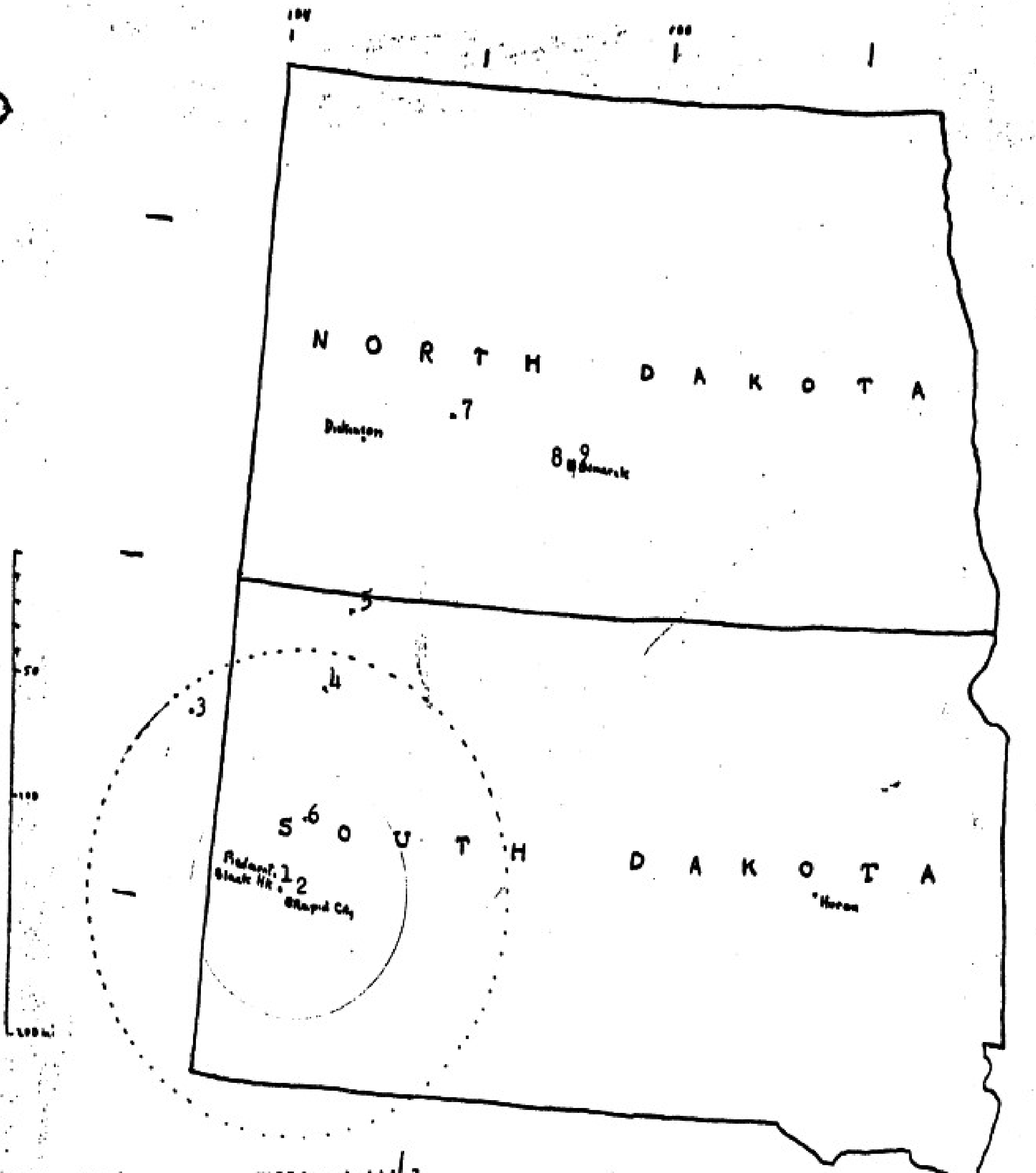

330
300
270
GAVE FIGHTER STEER BACK TO BASE
F-84 CLIMBED AND LEVELED OFF AT 26000
F-84 AT 15000
ABOUT 15000 TO 20000 ANGLES ON OBJECT
TH-BL-1
1ST FIGHTER
AT 15000
8000
TH-BL-4 2ND FIGHTER
PILOT GOT PHOTO AND VISUAL ON OBJECT ON RETURN BASE NORTH EAST OF BASE.
10
20
30
40
50
60
70
80
90
100
Necessary picture

● INITIAL SIGHTING OF OBJECT
+ BLIPS AS SHOWED ON PPI SCOPE
↓ DIRECTION OF OBJECT
↓ FIGHTERS DIRECTION

these headings are magnetic, not true.
JJ

Fig 13


NORTH DAKOTA
SOUTH DAKOTA
Dickinson
Bismarck
Radar
Black Hk.
Rapid City
Huron
1
2
3
4
5
6
7
8
9
50
100
100 mi

1.	2005		Killian initial
2.	2055	:50	3 airmen at AC&W
3.			Last blip on object Stockham chased (visual obs. 20 seconds)
4.	2155	1:50	Needham breaks off, 85 miles N of base
5.	2215	2:10	70 mi. S of Dickinson plot. Radar or visual???
6.	2210	2:05	Needham returning to base sights lights 'in hills'
7.	2238	2:33	UFO called in to BIS Filter Center
8.	2242	2:37	Harry first sights from roof
9.	0150	5:45	Clouds obscure objects

Distances: (air)

Rapid City — Bismarck 220 miles
Rapid City — Black Hawk 7
"4" — "5" 32

Object Fixes

Data:

Object #1 . At time of calling Wilhelm.

From Filter Center:

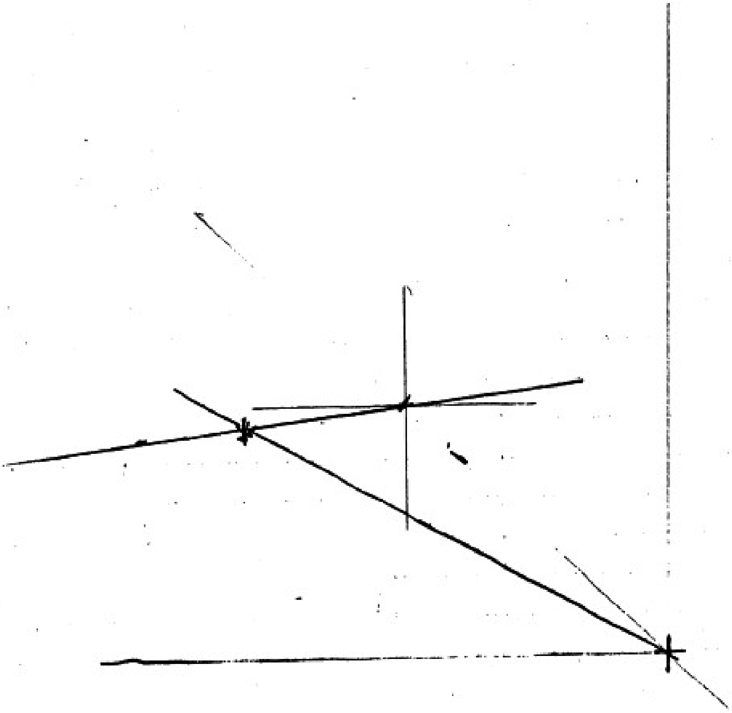
Az = 264°
Alt = 8°

From Airport az = 295
alt = 13°

Altitudes are discrepant and cannot be used. Use 10° from F.C. for a general value.

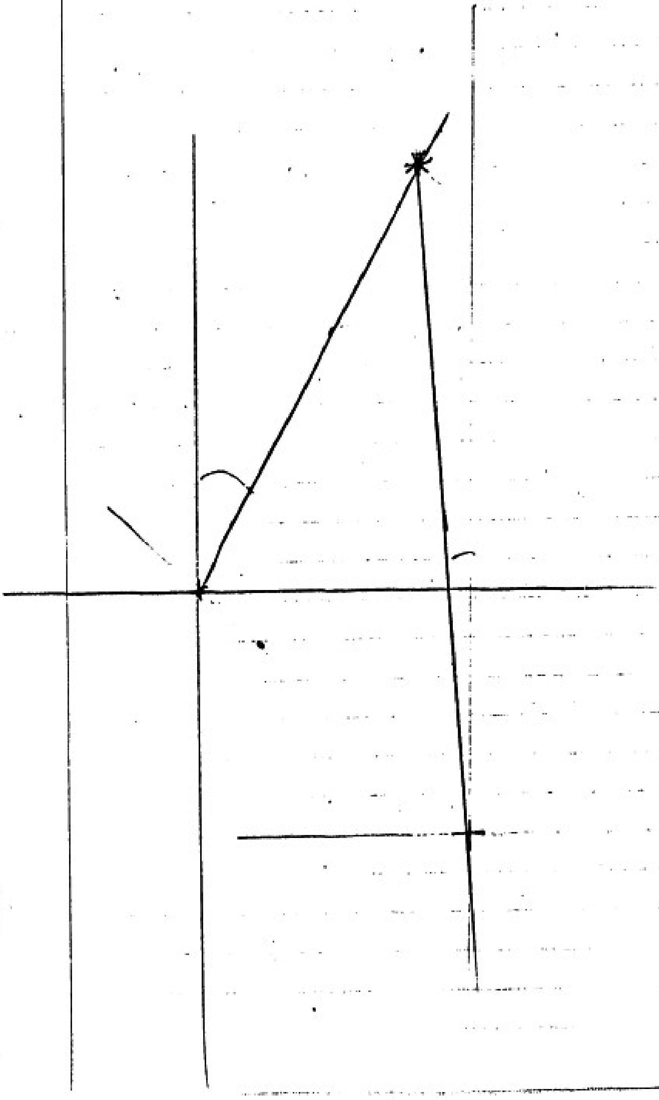
Object not reported in Mandan - 7 mi. WNW of Bismarck.

Lt. Col. Carl P Mayer
6151 N. Winthrop Ave.
Chicago 40.



3½ miles from airport
1¼ miles from F.C.

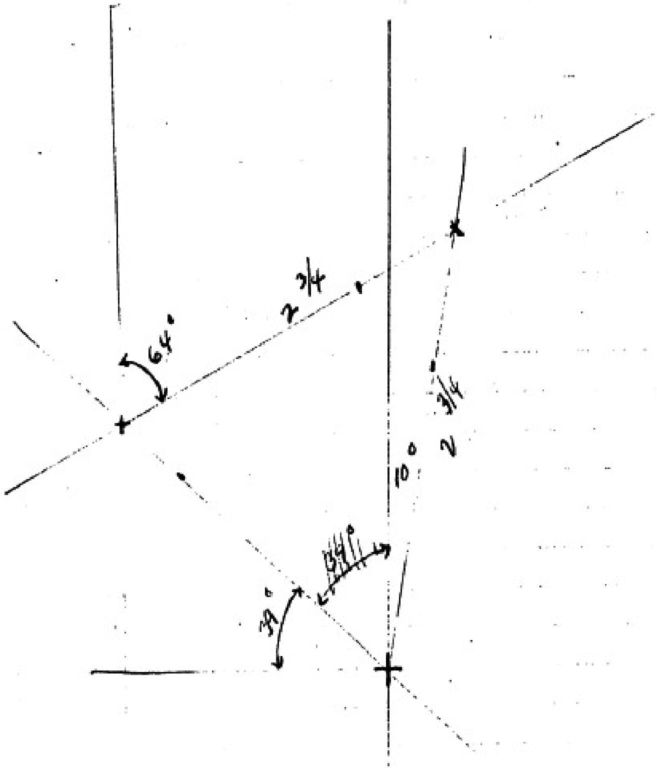
Object #2
at time of passage of C-124. LAM:



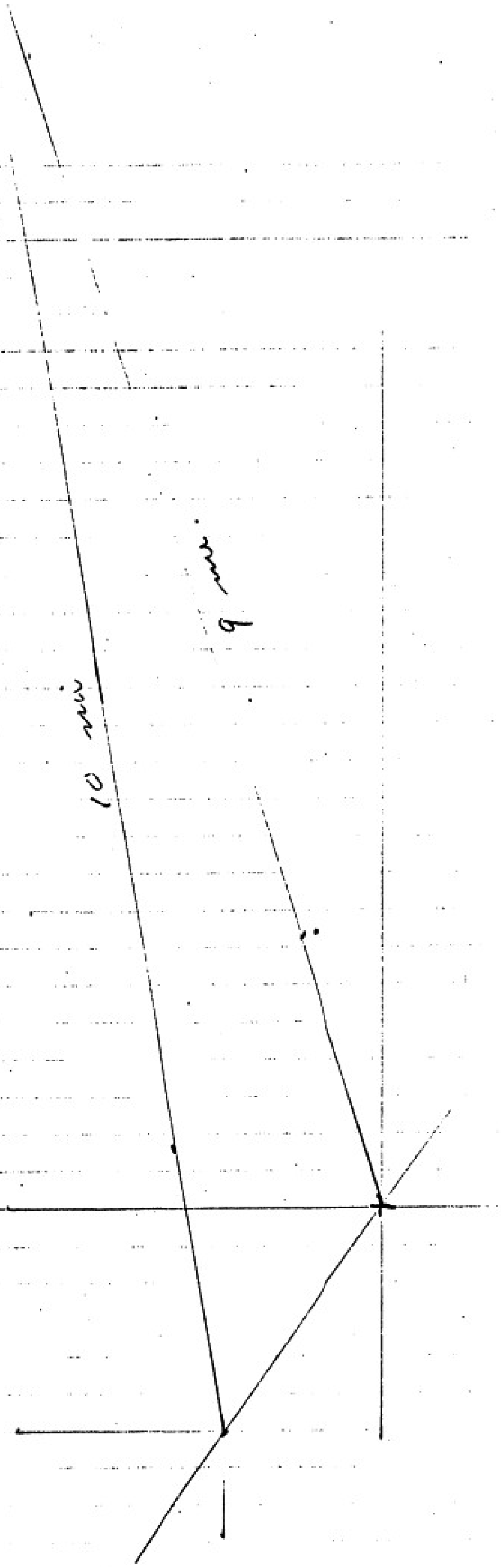
Obj 2, 3 miles from F.C.

4½ from airport.

Object #3

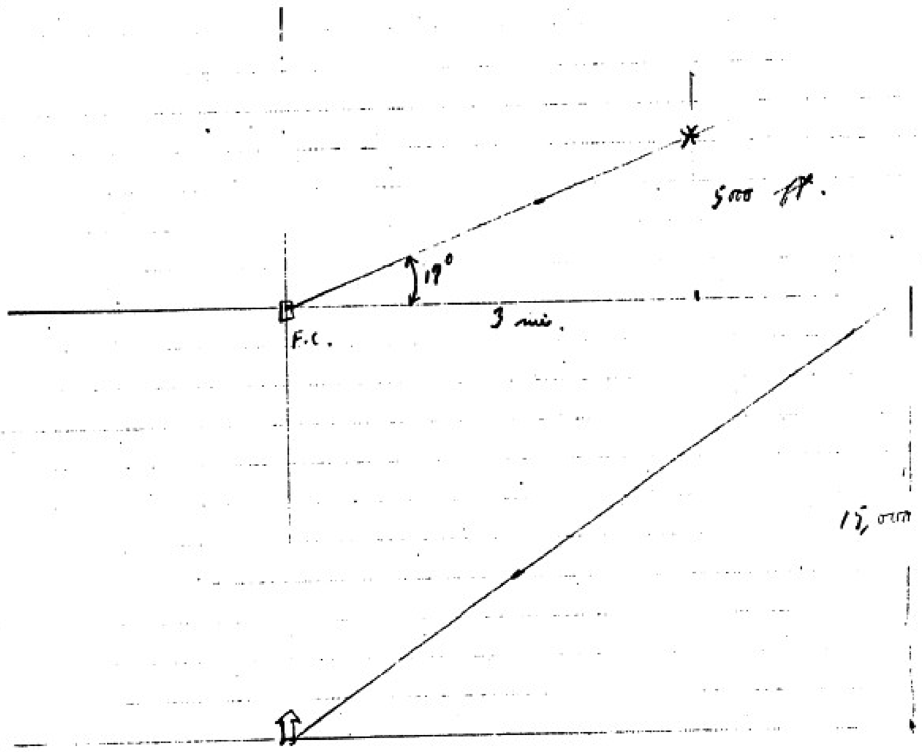

64°
2 3/4
2 3/4
10°
134°
39°

Object #4.



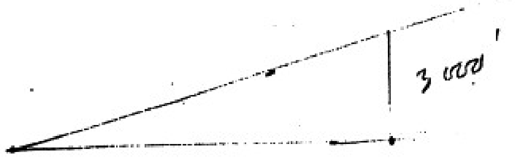
Altitudes

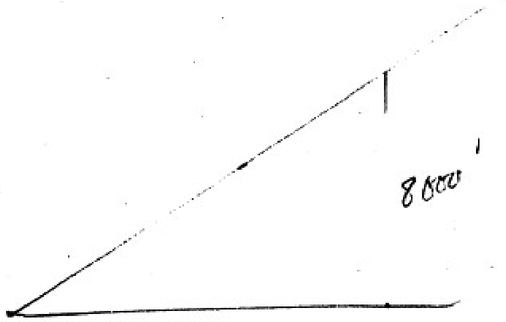
Object #2 : Data: From F.C. 17° Alt
Range 3 mi
From Tower 31° alt
4 1/2 mi

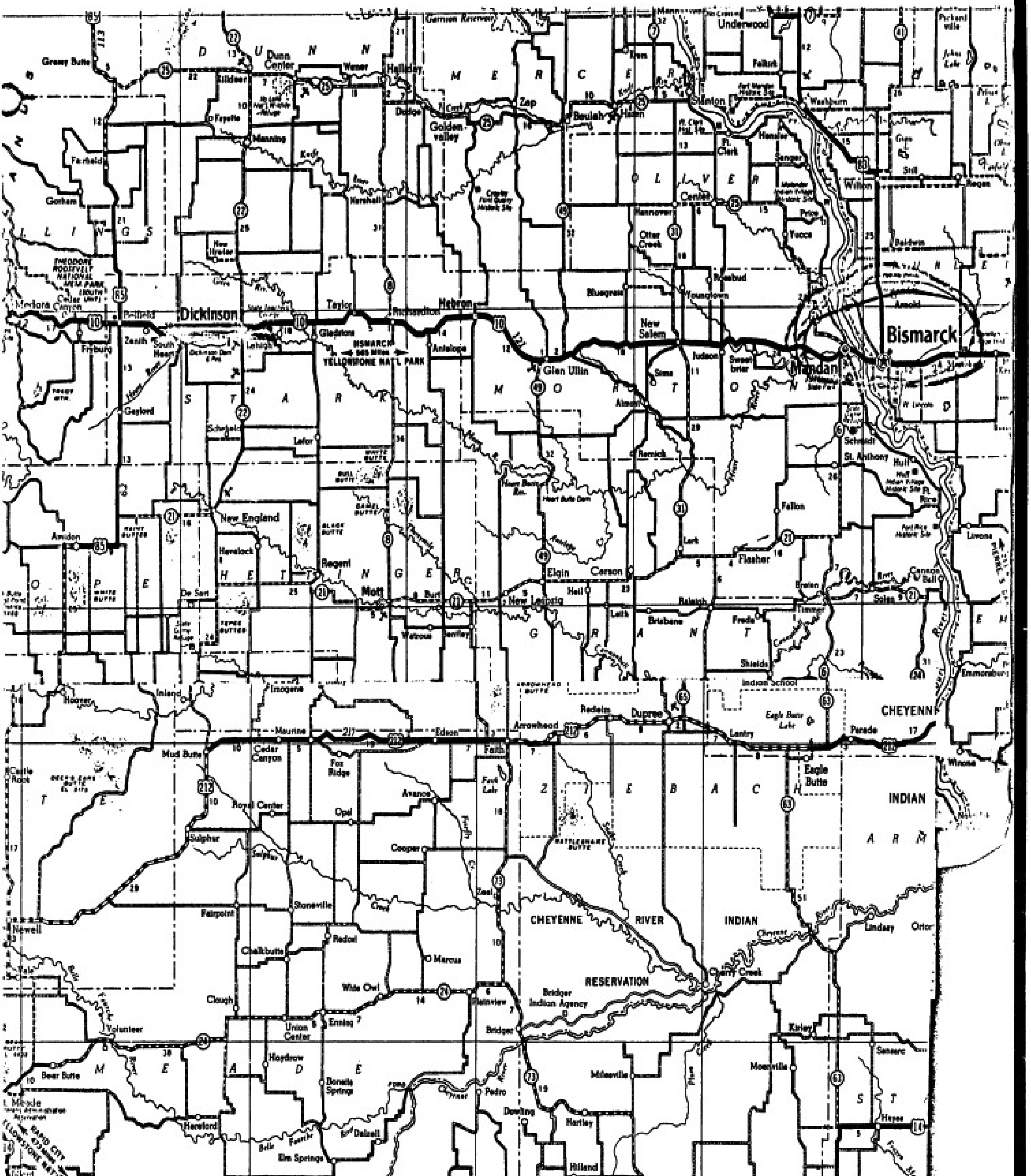

5000 ft.
17°
3 mi.
F.C.
13,000

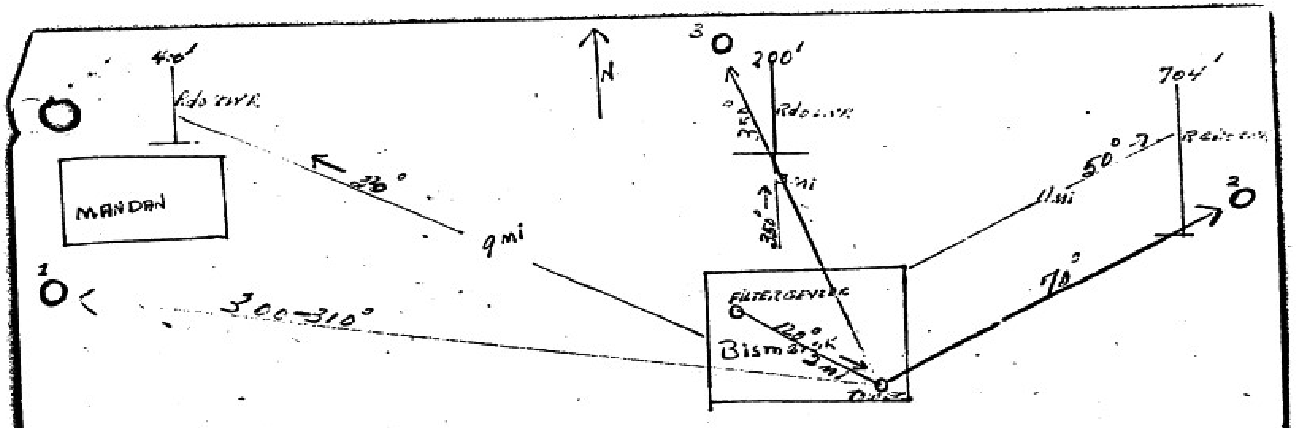
Object # 3 Data

F.C. ~~62°~~ 12° elev
Tower: 27° elev
2 3/4 miles from each.





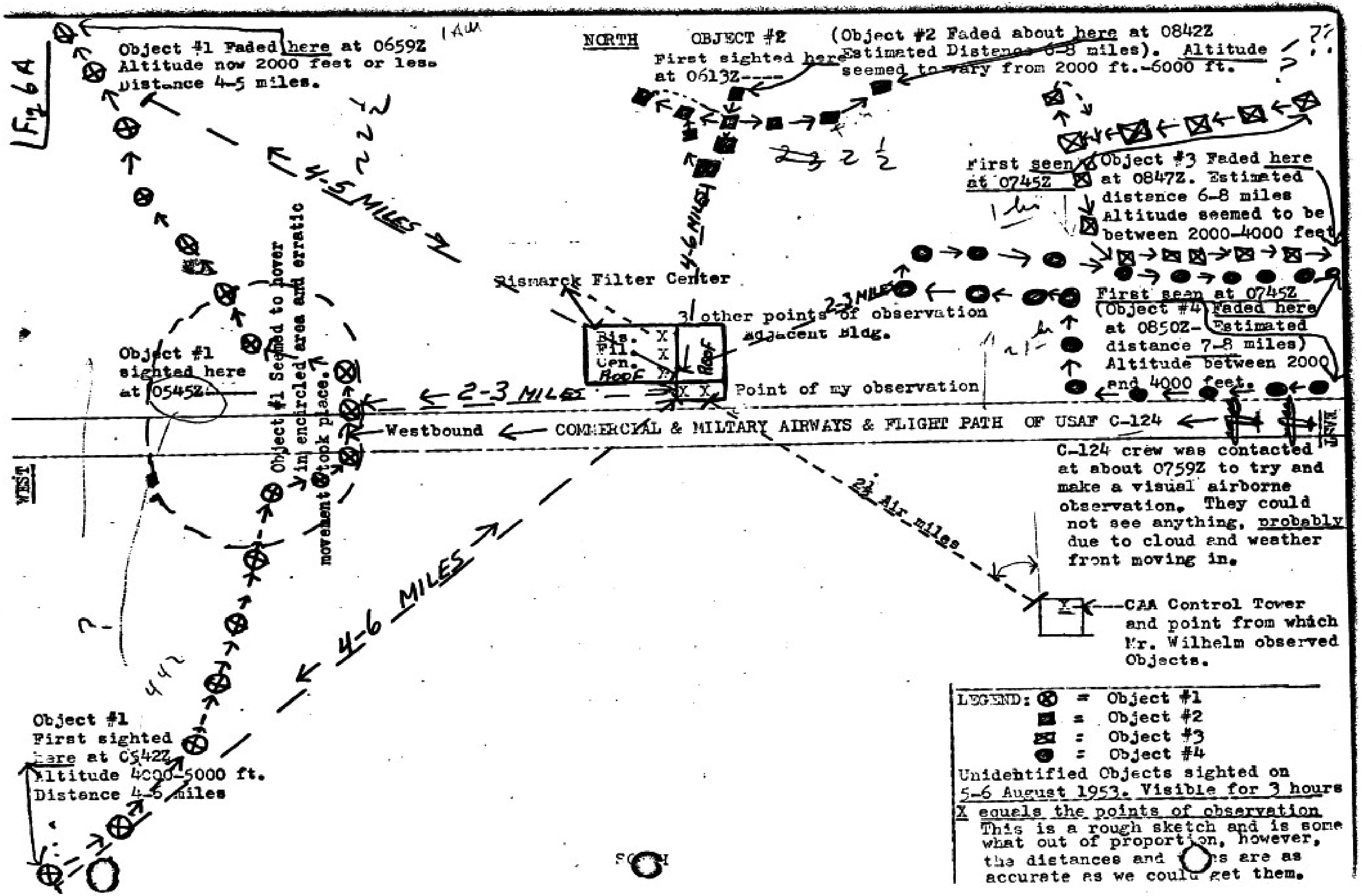

Bismarck
Mandan
Dickinson
Hebron
Richardton
Taylor
Gladstone
Belfield
Medora
Glen Ullin
New Salem
Beulah
Hazen
Stanton
Washburn
Wilton
Underwood
Killdeer
Halliday
Golden Valley
Zap
Center
Mott
New England
Regent
Elgin
Carson
New Leipzig
Flasher
Amidon
Lemmon
Dupree
Faith
Eagle Butte
Lantry
Parade
CHEYENNE RIVER INDIAN RESERVATION
Cherry Creek
Bridger
Newell
Union Center
Rapid City
Box Elder
Wasta
Wall
Philip
Philip Junction
Midland
Kadoka
Belvidere
Cottonwood
Hermosa
Folsom
Creston
BADLANDS NATIONAL
BISMARCK 565 Miles YELLOWSTONE NAT'L PARK
RAPID CITY 186 Miles PIERRE
RAPID CITY 449 Miles SIOUX CITY, IOWA
THEODORE ROOSEVELT NATIONAL MEM PARK (South Unit)
D U N N
M E R C E R
O L I V E R
M O R T O N
S T A R K
H E T T I N G E R
G R A N T
Z I E B A C H
M E A D E
H A A K O N
J A C K S O N
P E N N I N G T O N
B I L L I N G S


400'
Rdo twr
MANDAN
1
300-310°
9 mi
N
3
200'
Rdo twr
350°
3 mi
FILTER CENTER
Bismark
3 mi
Twr
704'
50° - 7
11 mi
2
70°

○ Denotes approximate position of objects from tower. All mileage is based from the tower and not from city.

The 1 - 2-3 number on objects is the order in which they were first seen.

Fig 6A



NORTH
WEST
SOUTH
EAST
Object #1 Faded here at 0659Z Altitude now 2000 feet or less Distance 4-5 miles.
1 AM
4-5 MILES
2 1/2
OBJECT #2 First sighted here at 0613Z----
(Object #2 Faded about here at 0842Z Estimated Distance 6-8 miles). Altitude seemed to vary from 2000 ft.-6000 ft.
2 1/2
4-6 MILES
First seen at 0745Z
Object #3 Faded here at 0847Z. Estimated distance 6-8 miles Altitude seemed to be between 2000-4000 feet
1 AM
Bismarck Filter Center
Bis. Fil. Cen. Roof
Roof
3 other points of observation adjacent Bldg.
2-3 MILES
First seen at 0745Z (Object #4 Faded here at 0850Z- Estimated distance 7-8 miles) Altitude between 2000 and 4000 feet.
Object #1 sighted here at 0545Z
Object #1 Seemed to hover in encircled area and erratic movement took place.
2-3 MILES
Point of my observation
Westbound ← COMMERCIAL & MILITARY AIRWAYS & FLIGHT PATH OF USAF C-124 ←
C-124 crew was contacted at about 0759Z to try and make a visual airborne observation. They could not see anything, probably due to cloud and weather front moving in.
24 Air miles
CAA Control Tower and point from which Mr. Wilhelm observed Objects.
4-6 MILES
442
Object #1 First sighted here at 0542Z Altitude 4000-5000 ft. Distance 4-5 miles

LEGEND: ⊗ = Object #1
■ = Object #2
☒ = Object #3
● = Object #4

Unidentified Objects sighted on 5-6 August 1953. Visible for 3 hours

X equals the points of observation

This is a rough sketch and is some what out of proportion, however, the distances and [illegible]s are as accurate as we could get them.

PROJECT 10073 RECORD CARD

1. DATE 25 Jan 54	**2. LOCATION** Las Cruces, New Mexico		**12. CONCLUSIONS** ☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☒ Was Astronomical Meteor ☐ Probably Astronomical ☐ Possibly Astronomical ☐ Other ☐ Insufficient Data for Evaluation ☐ Unknown
3. DATE-TIME GROUP Local 2200 MST (M) GMT 26/0500Z	**4. TYPE OF OBSERVATION** ☒ Ground-Visual ☐ Air-Visual ☐ Ground-Radar ☐ Air-Intercept Radar		
5. PHOTOS ☐ Yes ☒ No	**6. SOURCE** civilian		
7. LENGTH OF OBSERVATION 5 - 6 seconds	**8. NUMBER OF OBJECTS** one	**9. COURSE** NE to SE	
10. BRIEF SUMMARY OF SIGHTING Obj appearing as blob of light which changed brightness. Obj achieved max luminosity at the position directly in front of the observer.		**11. COMMENTS** Fireball observation.	

ATIC FORM 329 (REV 26 SEP 52)

This report received through Dr. Clyde W. Tombaugh, FDL, WSPG.

Hold for return to
Dr. Ryerk

J. R. GLUCK

25/2200 LAS CRUCES NEW MEXICO
Unclassified

Project HENRY
PPS-161
54-T-N

4

Form A

U. S. AIR FORCE TECHNICAL INFORMATION SHEET

This questionnaire has been prepared so that you can give the U. S. Air Force as much information as possible concerning the unidentified aerial phenomenon that you have observed. Please try to answer as many questions as you possibly can. The information that you give will be used for research purposes, and will be regarded as confidential material. Your name will *not* be used in connection with any statements, conclusions, or publications without your permission. We request this personal information so that, if it is deemed necessary, we may contact you for further details.

1. When did you see the object?
25 (Day) JAN. (Month) 1954 (Year)

2. Time of day: 2200 (Hour) ____ (Minutes)
(Circle One): A.M. or [✓ P.M.]

3. Time zone:
(Circle One):
a. Eastern
b. Central
[✓ c. Mountain]
d. Pacific
e. Other ____

(Circle One):
a. Daylight Saving
[✓ b. Standard]

4. Where were you when you saw the object?
WHITE SANDS PROVING GROUND (Nearest Postal Address), LAS CRUCES (City or Town), NEW MEXICO. (State or Country)
Additional remarks: AT A BALLISTIC CAMERA STATION, 5 MILES NORTH OF ZEBRA ASKANIA (17 MILES FROM ARMY BLOCK HOUSE, AZ=360°)

5. Estimate how long you saw the object. 0 (Hours) 0 (Minutes) 5-6 (Seconds)

5.1 *Circle* one of the following to indicate how certain you are of your answer to Question 5.
[✓ a. Certain]
b. Fairly certain
c. Not very sure
d. Just a guess

6. What was the condition of the sky?
(Circle One):
a. Bright daylight
b. Dull daylight
c. Bright twilight
d. Just a trace of daylight
[✓ e. No trace of daylight]
f. Don't remember

7. IF you saw the object during DAYLIGHT, TWILIGHT, or DAWN, where was the SUN located as you looked at the object? ____
(Circle One):
a. In front of you
b. In back of you
c. To your right
d. To your left
e. Overhead
f. Don't remember

8. IF you saw the object at NIGHT, TWILIGHT, or DAWN, what did you notice concerning the STARS and MOON?

8.1 STARS (*Circle One*):
- a. None
- b. A few
- [✓ c. Many]
- d. Don't remember

8.2 MOON (*Circle One*):
- a. Bright moonlight
- b. Dull moonlight
- [✓ c. No moonlight — pitch dark]
- d. Don't remember

9. Was the object brighter than the background of the sky?

(*Circle One*): [✓ a. Yes] b. No c. Don't remember

10. IF it was BRIGHTER THAN the sky background, was the brightness like that of an automobile headlight?:

(*Circle One*)
- [✓ a. A mile or more away (a distant car)?]
- b. Several blocks away?
- c. A block away?
- d. Several yards away?
- e. Other ____________________

BRIGHTNESS VARIED FROM LESS THAN +6 TO OVER -1 ON THE LOG STELLAR MAGNITUDE SCALE.

SEE NOTE AT LEFT, AND BACK SIDE OF NEXT TO LAST PAGE.

11. Did the object:

	(*Circle One for each question*)		
a. Appear to stand still at any time?	Yes	[✓ No]	Don't Know
b. Suddenly speed up and rush away at any time?	Yes	[✓ No]	Don't Know
c. Break up into parts or explode?	Yes	[✓ No]	Don't Know
d. Give off smoke?	Yes	[✓ No]	Don't Know
e. Change brightness?	[✓ Yes]	No	Don't Know
f. Change shape?	Yes	[✓ No]	Don't Know
g. Flicker, throb, or pulsate?	[✓ Yes]	No	Don't Know

12. Did the object move behind something at anytime, particularly a cloud?

(*Circle One*): Yes [✓ No] Don't Know. IF you answered YES, then tell what it moved behind: ____________________

13. Did the object move in front of something at anytime, particularly a cloud?

(*Circle One*): Yes [✓ No] Don't Know. IF you answered YES, than tell what it moved in front of: ____________________

14. Did the object appear: (*Circle One*): a. Solid? b. Transparent? c. Don't Know.

NONE OF THESE *

15. Did you observe the object through any of the following?

a. Eyeglasses	[✓ Yes]	No	e. Binoculars	Yes	[✓ No]
b. Sun glasses	Yes	[✓ No]	f. Telescope	Yes	[✓ No]
c. Windshield	Yes	[✓ No]	g. Theodolite	Yes	[✓ No]
d. Window glass	Yes	[✓ No]	h. Other ____________		

* THE OBJECT WAS A LIGHT SHOWING ONLY LUMINOSITY WITH NO PHYSICAL DIMENSION DETECTABLE.

16. Tell in a few words the following things about the object.

a. Sound NONE - COMPLETELY SILENT.

b. Color YELLOW WHITE RADIATION CURVE. (STELLAR TYPE G0 ON HARVARD SPECTRAL CLASSIFICATION)

17. Draw a picture that will show the shape of the object or objects. Label and include in your sketch any details of the object that you saw such as wings, protrusions, etc., and especially exhaust trails or vapor trails. Place an arrow beside the drawing to show the direction the object was moving.

AS NOTED ABOVE, THE OBJECT WAS A POINT SOURCE OF LIGHT NOT RESOLVABLE BY THE UNAIDED EYE INTO ANY PHYSICAL DIMENSION.

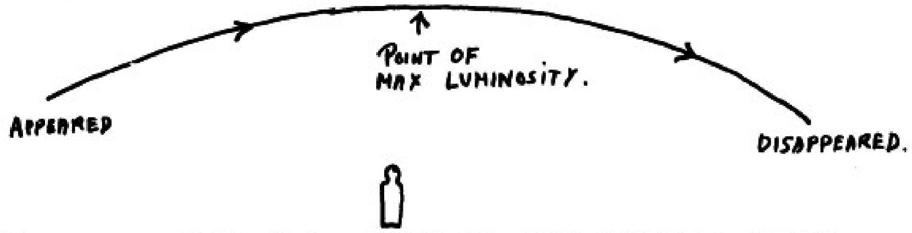
18. The edges of the object were:

(Circle One): [✓ a. Fuzzy or blurred]
b. Like a bright star
c. Sharply outlined
d. Don't remember

e. Other

19. IF there was MORE THAN ONE object, then how many were there? ONLY ONE.
Draw a picture of how they were arranged, and put an arrow to show the direction that they were traveling.

20. Draw a picture that will show the motion that the object or objects made. Place an "A" at the beginning of the path, a "B" at the end of the path, and show any changes in direction during the course.



HORIZONTAL PROJECTION, OBSERVERS BACK TWOARDS FRONT.

21. IF POSSIBLE, try to guess or estimate what the real size of the object was in its longest dimension.
__________ feet.

22. How large did the object or objects appear as compared with one of the following objects *held in the hand* and at about arm's length? ROUGHLY A POINT SOURCE.

(*Circle One*):
- a. Head of a pin
- b. Pea
- c. Dime
- d. Nickel
- e. Quarter
- f. Half dollar
- g. Silver dollar
- h. Baseball
- i. Grapefruit
- j. Basketball
- k. Other __________

22.1 (*Circle One* of the following to indicate how certain you are of your answer to Question 22.

- [✓ a. Certain]
- b. Fairly certain
- c. Not very sure
- d. Uncertain

23. How did the object or objects disappear from view? BRIGHTNESS FELL OFF AS A FUNCTION OF DISTANCE, UNTIL THE OBJECT BECAME TOO FAINT TO OBSERVE.

24. In order that you can give as clear a picture as possible of what you saw, we would like for you to imagine that you could construct the object that you saw. Of what type material would you make it? How large would it be, and what shape would it have? Describe in your own words a common object or objects which when placed up in the sky would give the same appearance as the object which you saw.

I CANNOT EXTRAPOLATE MUCH MORE, THAN THAT IT WAS A SOURCE OF LIGHT. TO AVOID CONFUSION ~~CONFUSION~~ I CAN POINT OUT, THAT IT MOST DEFINITELY WAS NOT A METEOR. WHAT IT WAS I DONT KNOW, AND I MUST REFUSE TO GUESS.

25. Where were you located when you saw the object? *(Circle One)*:

- a. Inside a building
- b. In a car
- [✓ c. Outdoors]
- d. In an airplane
- e. At sea
- f. Other ______________________

26. Were you *(Circle One)*

- a. In the business section of a city?
- b. In the residential section of a city?
- [✓ c. In open countryside?] DESERT.
- d. Flying near an airfield?
- e. Flying over a city?
- f. Flying over open country?
- g. Other ______________________

27. What were you doing at the time you saw the object, and how did you happen to notice it?

I WAS PREPARING A CAMERA STATION FOR A MISSILE SHOOT, AND WAS LOOKING UP AT THE STARS TO SEE IF THEY WERE SUITABLE FOR A BALLISTIC CAMERA STAR CALIBRATION.

28. IF you were MOVING IN AN AUTOMOBILE or other vehicle at the time, then complete the following questions:

NOT MOVING.

28.1 What direction were you moving? *(Circle One)*

- a. North
- b. Northeast
- c. East
- d. Southeast
- e. South
- f. Southwest
- g. West
- h. Northwest

28.2 How fast were you moving? ______________ miles per hour.

28.3 Did you stop at any time while you were looking at the object?

(Circle One) Yes No

29. What direction were you looking when you first saw the object? *(Circle One)*

- a. North
- [✓ b. Northeast]
- c. East
- d. Southeast
- e. South
- f. Southwest
- g. West
- h. Northwest

30. What direction were you looking when you last saw the object? *(Circle One)*

- a. North
- b. Northeast
- c. East
- [✓ d. Southeast]
- e. South
- f. Southwest
- g. West
- h. Northwest

31. If you are familiar with bearing terms (angular direction), try to estimate the number of degrees the object was from true North and also the number of degrees it was upward from the horizon (elevation).

31.1 When it first appeared:

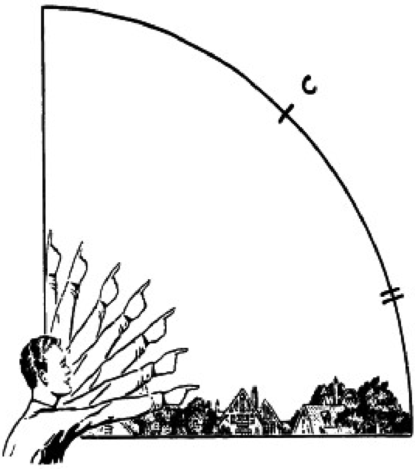
a. From true North 30° – 45° degrees.
b. From horizon 25° ± 5 degrees.

31.2 When it disappeared:

a. From true North 150° ± 10 degrees.
b. From horizon 25° ± 5 degrees.

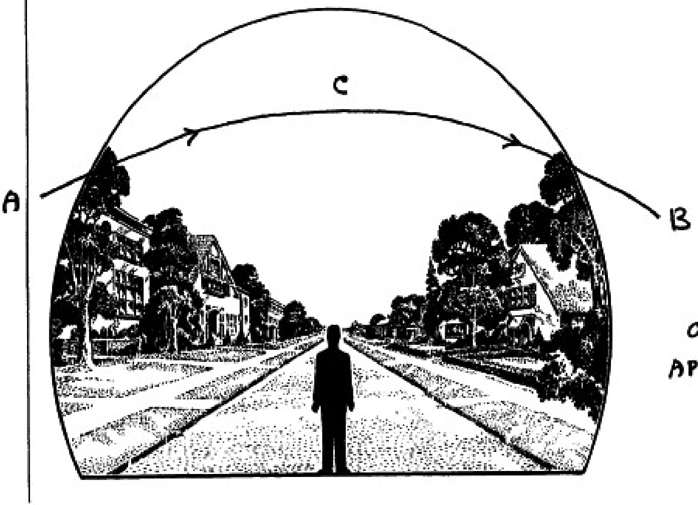
AT MAXIMUM ELEVATION AND LUMINOSITY, IT HAD AN AZIMUTH OF ABOUT 90° – 100° AND AN ELEVATION OF 50° ± 5

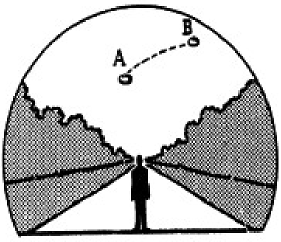
32. In the following sketch, imagine that you are at the point shown. Place an "A" on the curved line to show how high the object was above the horizon (skyline) when you *first* saw it. Place a "B" on the same curved line to show how high the object was above the horizon (skyline) when you *last* saw it.



C = MAXIMUM ELEVATION.

33. In the following larger sketch place an "A" at the position the object was when you *first* saw it, and a "B" at its position when you *last* saw it. Refer to smaller sketch as an example of how to complete the larger sketch.





OBJECT SWEPT OUT APPROXIMATELY 120° IN AZIMUTH.

34. What were the weather conditions at the time you saw the object?

34.1 CLOUDS *(Circle One)*
[✓ a. Clear sky]
b. Hazy
c. Scattered clouds
d. Thick or heavy clouds
e. Don't remember

34.2 WIND *(Circle One)*
[✓ a. No wind]
[✓ b. Slight breeze]
c. Strong wind
d. Don't remember

34.3 WEATHER *(Circle One)*
[✓ a. Dry]
b. Fog, mist, or light rain
c. Moderate or heavy rain
d. Snow
e. Don't remember

34.4 TEMPERATURE *(Circle One)*
a. Cold
[✓ b. Cool]
c. Warm
d. Hot
e. Don't remember

35. When did you report to some official that you had seen the object?

27 (Day) JAN. (Month) 1959. (Year)

36. Was anyone else with you at the time you saw the object?

(Circle One) Yes [✓ No]

36.1 IF you answered YES, did they see the object too?

(Circle One) Yes No

36.2 Please list their names and addresses:

HOWEVER, IT WAS ESTABLISHED THAT ANOTHER STATION OPERATOR OBSERVED IT FROM OBOE ASKANIA, 17 MILES SOUTH EAST OF MY OBSERV. POSITION. HIS APPROXIMATE AZIMUTH & ELEVATION WAS 300° SWEPT EAST FROM NORTH. (NNW) AND ABOUT 40° EL.

37. Was this the first time that you had seen an object or objects like this?

(Circle One) Yes [✓ No]

37.1 IF you answered NO, then when, where, and under what circumstances did you see other ones?

NOV OF 1951 I OBSERVED TWO OBJECTS, ABOUT THREE HOURS APART ON THE SAME EVENING. THEY WERE FIREBALLS AND APPEARED AS GREEN AS A FLAME TEST ON COPPER. IT MUST HAVE COME FROM ~~BRIGHT LINE SPECTRAL EMMISSION. THEY MAY HAVE~~ BEEN METEORS OF AN EXTREMLY UNUSUAL TYPE, THOUGH I DOUBT IT.

38. In your opinion what do you think the object was and what might have caused it?

NO COMMENT.

39. Do you think you can estimate the *speed* of the object?

30° AXIMUTH / SEC. AT MIDPOINT. ASSUMING A ROUGH TRIANGULATION FROME OBOE TO BE VALID,

(Circle One) [✓ Yes] No

IF you answered YES, then what speed would you estimate? 12,000 m.p.h. ± 3000

40. Do you think you can estimate how far away from you the object was?

ALSO ASSUMING THE ABOVE.

(Circle One) [✓ Yes] No

IF you answered YES, then how far away would you say it was? 12 MILES. feet. ± 3 MILES.

41. Please give the following information about yourself:

NAME SCHALDACH (Last Name) ROBERT (First Name) DANIEL. (Middle Name)

ADDRESS 452 N. ALAMEDA (Street) LAS CRUCES, (City) (Zone) NEW MEXICO. (State)

TELEPHONE NUMBER LAS CRUCES 294 (OR) WHITE SANDS PROVING G. = 2-1168

What is your present job? TECHNICIAN – TECHNICAL SERVICE UNIT, ORDNANCE CORPS. WHITE SANDS PROVING GROUND.

Age 28 Sex MALE.

Please indicate any special educational training that you have had.

a. Grade school GRAD.
b. High school GRAD.
c. College COLUMBIA UNIVERSITY.
d. Post graduate
e. e. Technical school
(Type)
f. Other special training SEE BELOW.

42. Date you completed this questionnaire: 27 (Day) JAN (Month) 1954 (Year)

UNDER SPECIAL TRAINING, IN ADDITION TO MY COLLEGE WORK, MAY BE LISTED FIVE YEARS EXPERIENCE IN ASTRONOMY AND ASTRONOMICAL OBSERVING, INCLUDING WORK AT LOWELL OBSERVATORY, FLAGSTAFF, ARIZONA, AND AS A FACULTY MEMBER OF THE UNIVERSITY OF CHICAGO, IN DEPT. OF ASTRONOMY AT YERKES OBSERVATORY. I HAVE OBSERVED MANY THOUSANDS OF METEORS AND CAN DEFINITELY STATE THAT THIS OBJECT WAS NOT ANY TYPE OF METEOR.

PLEASE SEE NOTE ON OPPOSITE BACK PAGE.

Robert D. Schaldach

34. What were the weather conditions at the time you saw the object?

34.1 CLOUDS *(Circle One)*

- [✓ a. Clear sky]
- b. Hazy
- c. Scattered clouds
- d. Thick or heavy clouds
- e. Don't remember

34.2 WIND *(Circle One)*

- [✓ a. No wind]
- [✓ b. Slight breeze]
- c. Strong wind
- d. Don't remember

34.3 WEATHER *(Circle One)*

- [✓ a. Dry]
- b. Fog, mist, or light rain
- c. Moderate or heavy rain
- d. Snow
- e. Don't remember

34.4 TEMPERATURE *(Circle One)*

- a. Cold
- [✓ b. Cool]
- c. Warm
- d. Hot
- e. Don't remember

35. When did you report to some official that you had seen the object?

27 (Day) JAN. (Month) 1954. (Year)

36. Was anyone else with you at the time you saw the object?

(Circle One) Yes [✓ No]

36.1 IF you answered YES, did they see the object too?

(Circle One) Yes No

36.2 Please list their names and addresses:

HOWEVER, IT WAS ESTABLISHED THAT ANOTHER STATION OPERATOR OBSERVED IT FROM OBOE ASKANIA, 17 MILES SOUTH EAST OF MY OBSERV. POSITION. HIS APPROXIMATE AZIMUTH & ELEVATION WAS 300° SWEPT EAST FROM NORTH. (NNW) AND ABOUT 40° EL.

37. Was this the first time that you had seen an object or objects like this?

(Circle One) Yes [✓ No]

37.1 IF you answered NO, then when, where, and under what circumstances did you see other ones?

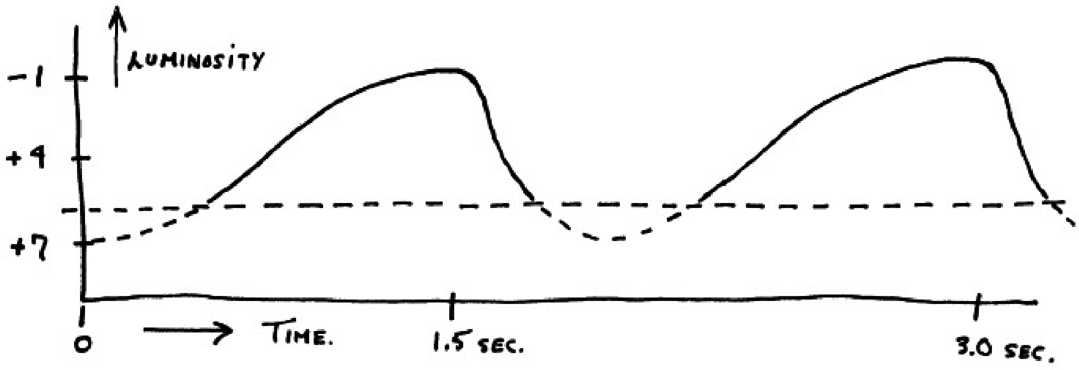
NOV OF 1951 I OBSERVED TWO OBJECTS, ABOUT THREE HOURS APART ON THE SAME EVENING. THEY WERE FIREBALLS AND APPEARED AS GREEN AS A FLAME TEST ON COPPER. IT MUST HAVE COME FROM BRIGHT LINE SPECTRAL EMMISSION. THEY MAY HAVE BEEN METEORS OF AN EXTREMLY UNUSUAL TYPE, THOUGH I DOUBT IT.

38. In your opinion what do you think the object was and what might have caused it?

NO COMMENT.

ADDITIONAL INFORMATION NOT COVERED IN FORM.

THIS OBJECT WAS A PULSATING LIGHT, OBSERVED THROUGH FOUR COMPLETE CYCLES. THE PERIOD WAS APPROXIMATELY 1½ SECONDS, AND A ROUGH PERIOD-LUMINOSITY CURVE ON THE LOGARITHMIC STELLAR MAGNITUDE SCALE IS DRAWN BELOW:



THE PART OF THE CURVE BELOW THE DOTTED LINE IS EXTRAPOLATED BEYOND THE LIMIT OF UNAIDED VISION

THE IDENTITY OF THIS OBJECT CAN BE DEFINITELY ESTABLISHED TO BE THE SAME AS THAT OF THE ONE OBSERVED AT OBOE ASKANIA, BY INTER-COM EXCHANGE IMMEDIATELY FOLLOWING THE SIGHTING.

THE OPERATOR WHO CONFIRMED THIS OBSERVATION FROM OBOE ASKANIA STATION WAS:

JOHN R. COFFEE,
O.T.S. - F.M.B.
FLIGHT DETERMINATION LABORATORY,
WHITE SANDS PROVING GROUND,
LAS CRUCES, N. MEX.

I WOULD BE QUITE WILLING TO DISCUSS FURTHER DETAILED INFORMATION WITH AN AUTHORIZED REPRESENTATIVE.

R.D.S.

39. Do you think you can estimate the speed of the object?

30° AZIMUTH / SEC. AT MIDPOINT. ASSUMING A ROUGH TRIANGULATION FROME OBOE TO BE VALID,

(Circle One) [✓ Yes] No

IF you answered YES, then what speed would you estimate? 12,000 m.p.h. ± 3000

40. Do you think you can estimate how far away from you the object was?

ALSO ASSUMING THE ABOVE.

(Circle One) [✓ Yes] No

IF you answered YES, then how far away would you say it was? 12 MILES. feet. ± 3 MILES.

41. Please give the following information about yourself:

NAME SCHALDACH (Last Name) ROBERT (First Name) DANIEL. (Middle Name)

ADDRESS 452 N. ALAMEDA (Street) LAS CRUCES, (City) (Zone) NEW MEXICO. (State)

TELEPHONE NUMBER LAS CRUCES 294 (OR) WHITE SANDS PROVING G. = 2-1168

What is your present job? TECHNICIAN - TECHNICAL SERVICE UNIT, ORDNANCE CORPS. WHITE SANDS PROVING GROUND.

Age 28 Sex MALE.

Please indicate any special educational training that you have had.

a. Grade school GRAD.
b. High school GRAD.
c. College COLUMBIA UNIVERSITY.
d. Post graduate
e. e. Technical school
(Type)
f. Other special training SEE BELOW.

42. Date you completed this questionnaire: 27 (Day) JAN (Month) 1954 (Year)

UNDER SPECIAL TRAINING, IN ADDITION TO MY COLLEGE WORK, MAY BE LISTED FIVE YEARS EXPERIENCE IN ASTRONOMY AND ASTRONOMICAL OBSERVING, INCLUDING WORK AT LOWELL OBSERVATORY, FLAGSTAFF, ARIZONA, AND AS A FACULTY MEMBER OF THE UNIVERSITY OF CHICAGO, IN DEPT. OF ASTRONOMY AT YERKES OBSERVATORY. I HAVE OBSERVED MANY THOUSANDS OF METEORS AND CAN DEFINITELY STATE THAT THIS OBJECT WAS NOT ANY TYPE OF METEOR.

PLEASE SEE NOTE ON OPPOSITE BACK PAGE.

Robert D. Schaldach

PROJECT 10073 RECORD CARD

1. DATE 22 May 1956

2. LOCATION 50 miles NW of Monroe, La.

3. DATE-TIME GROUP
Local
GMT 23/0515Z

4. TYPE OF OBSERVATION
☐ Ground-Visual ☐ Ground-Radar
☒ Air-Visual ☐ Air-Intercept Radar

5. PHOTOS
☐ Yes
☒ No

6. SOURCE AF pilot & observer

7. LENGTH OF OBSERVATION 15 Min
~~three to five mins~~

8. NUMBER OF OBJECTS one

9. COURSE NE

10. BRIEF SUMMARY OF SIGHTING (Following fm phone call to obsrvr rather than fm TT msg which was in error.) One cross-shaped obj larger than C-47 a/c, brilliantly lighted. Pilot after seeing obj tried to intercept it w/negative results but did pass within 200 yds of it. After this, the obj out maneuvered the T-33. Pilot also stated that light was blinding, and that the object was the size of his palm at arms length.

11. COMMENTS Conversation w/pilot revealed he had flown approx 100 missions in Korea & is experienced in interceptions. He stated that he had experienced many types of unknown objs but that this type obj was a new phenomena. Previously he had been able to later identify his sightings. Investigation of this sighting assigned to Flt 2-D at 23/1500Z May 56. Results to be recorded on this card upon ~~receipt of AF Form 112.~~

12. CONCLUSIONS
☐ Was Balloon
☐ Probably Balloon
☐ Possibly Balloon
☐ Was Aircraft
☐ Probably Aircraft
☐ Possibly Aircraft
☐ Was Astronomical
☐ Probably Astronomical
☐ Possibly Astronomical
☐ Other [redacted]
☐ Insufficient Data for Evaluation
☒ Unknown

ATIC FORM 329 (REV 26 SEP 52)

UFOB INDEX CARD AISS-UFOB-136-56

1. DATE ~~23~~ 22 May 1956

2. LOCATION Air-visual sighting
50 miles northwest of Monroe, La.

3. DATE-TIME GROUP 23/0515Z May 56

4. TYPE OF OBSERVATION
☐ Ground-Visual ☐ Ground-Radar
☒ Air-Visual ☐ Air-Intercept Radar

5. PHOTOS
☐ Yes
☒ No

6. SOURCE AF Pilot and Observer

7. LENGTH OF OBSERVATION Three to Five (3-5) Minutes

8. NUMBER OF OBJECTS One (1)

9. COURSE NE

10. BRIEF SUMMARY OF SIGHTING (The following was taken from a telephone call to the obsvr rather than from the TT Msg, which was in error).
One (1) cross-shaped object larger than a C-47 type aircraft, brilliantly lighted. The pilot after seeing the object tried to intercept it with negative results but he did pass within 200 yards of the object. After this the object out manuevered the T-33. At one time during the sighting the object appeared to shine a searchlight on the T-33. The pilot stated that the light was blinding. Pilot aslo stated that the object was the size of his palm at arms length.

11. COMMENTS Conversation with the pilot revealed that he had flown approximately 100 missions in Korea and is experienced in interceptions. He stated that he had experienced many types of unknown objects but that this type object was a new phenomenon. Previously he had been able to later identify his sightings. Investigation of this sighting assigned to Flt 2-D at 23/1500Z May 56. Results to be recorded on this card upon receipt of AF Form 112.

12. CONCLUSIONS
☐ Was Balloon
☐ Probably Balloon
☐ Possibly Balloon
☐ Was Aircraft
☐ Probably Aircraft
☐ Possibly Aircraft
☐ Was Astronomical
☐ Probably Astronomical
☐ Possibly Astronomical
☐ Other UNIDENTIFIED
☐ Insufficient Data for Evaluation
☒ Unknown

AISOP Form 5 (15 Oct 54)

AF FORM 112—PART II
APPROVED 1 JUNE 1948

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48

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) Flt 2-D, 4602d AISS	REPORT NO. 2D-UFOB-2-56	Part Four PAGE 11 OF 15 PAGES

COMMENTS OF PREPARING OFFICER:

1. In the opinion of the preparing officer the sighting as observed by SOURCES generally conforms to the characteristics of an optical phenomena hypothesis. A temperature inversion reported in the area of the sighting may have been a contributing factor to the occurence of this sighting.

2. Supplementary investigative efforts and the descriptions of sighting provided by SOURCES generally eliminates the possibility that this sighting was caused by a balloon, astronomical phenomena, or any known type of aircraft.

Louis Monroe
LOUIS MONROE
Captain, USAF
Officer in Charge

COMMENTS of Approving Officer:

1. This headquarters does not concur with the opinion of the Preparing Officer that this sighting was caused by an optical phenomenon. Inasmuch as the object appeared to become larger as the SOURCES approached it and then appeared to become smaller in size as the SOURCES withdrew from it, the existance of a solid object rather than a type of optical phenomenon is indicated.

2. It is the opinion of this headquarters that this sighting was caused by the radiosonde balloon launched from the U.S. Weather Observatory at Shreveport, La., at 22/2100CST May 1956. (See para 5a, page 9). The following data is given in support of the above hypothesis:

a. The investigative unit placed a 500 gram radiosonde balloon in the area of the sighting at the time of the sighting.

b. During the passage of a jet aircraft near a balloon, the air currents generated by the passing aircraft coupled with the jet exhaust would create the impression of deceptive and erratic movements on the part of the balloon. Striking at a floating child's balloon with an open hand would simulate this action.

c. As the aircraft passed beneath the object a bright light flashed in the observers' eyes. Note that the light on the radiosonde balloon is mounted on the end of the suspension train, beneath the balloon. (See attached diagrams). Even a small light would appear particularly bright after one's eyes had become adjusted to the darkness of night flight.

d. The oscillation of the suspension train due to winds would cause the light on the end of the suspension train to appear in any position in relation to the balloon, other than above it.

e. At the time of the sighting there was a three-quarter moon in the southern sky which would have illuminated the white balloon, creating the dome effect.

f. The red light which was noted by one SOURCE could have been the white running light as seen through the red parachute attached to the suspension train. (See attached diagrams).

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(49)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	
Flt 2-D, 4602d AISS	2D-UFOB-2-56	PAGE 12 OF 15 PAGES

COMMENTS of Approving Officer (cont'd)

g. One SOURCE estimated the object to be 10° above the horizon at initial contact and 25° above horizon at last contact, indicating that the object was slowly ascending.

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(50)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) Flt 2-D, 4602d AISS	REPORT NO. 2D-UFOB-2-56	PAGE 13 OF 15 PAGES

DESCRIPTION OF 500 GRAM RADIOSONDE WEATHER BALLOON

The following is a description of a 500 gram Radiosonde weather balloon released at Shreveport, La., at 2100 CST on date of sighting:

a. Size of balloon at 19,000 ft---approximately 14 ft high and 12 ft diameter. These figures are only estimates, since noone knows exactly how much expansion has taken place at the given altitude. Size of balloon when released is 6 ft high and 5 ft diameter.

b. Color of balloon---white

c. Color of attached parachute---red

d. Position and size of all lights---one light only, suspended approximately 60-80 ft below balloon, at end of train. There is no compulsory length for train, so the one on subject balloon was not measured. Light consisted of one regular sized flashlight bulb attached to battery 3 in by 2 in by 1 in. Life of battery normally 2 to four hours. Light was white.

e. Length of Train---approximately 60 to 80 ft (was not measured).

f. Method of attaching lights to train---light tied securely to train with cord.

g. Power supply for lights---one small battery--see d, above

h. Diagram of balloon---Ref Incl #1, attached

i. Diagram of power supply---Ref Incl #2, attached

It was pointed out by technicians who release weather balloons, that the train is not of sufficient weight to remain suspended directly the balloon in winds of relatively high velocity, (not over 5 pounds, including parachute, transmitter and light). Therefore, the light might be, at times, in any position in relation to the balloon, other than above it.

T/SGT R. V. Munn for and in absence of
LOUIS MONROE
Capt., USAF
OIC, Flt 2-D

2 Incls:
1. Sketch of 500 gram Radiosonde Balloon and train at 19,000 ft
2. Sketch of Battery and light on train of 500 gram Radiosonde weather balloon

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(51)

AF FORM 112—PART II
APPROVED 1 JUNE 1948

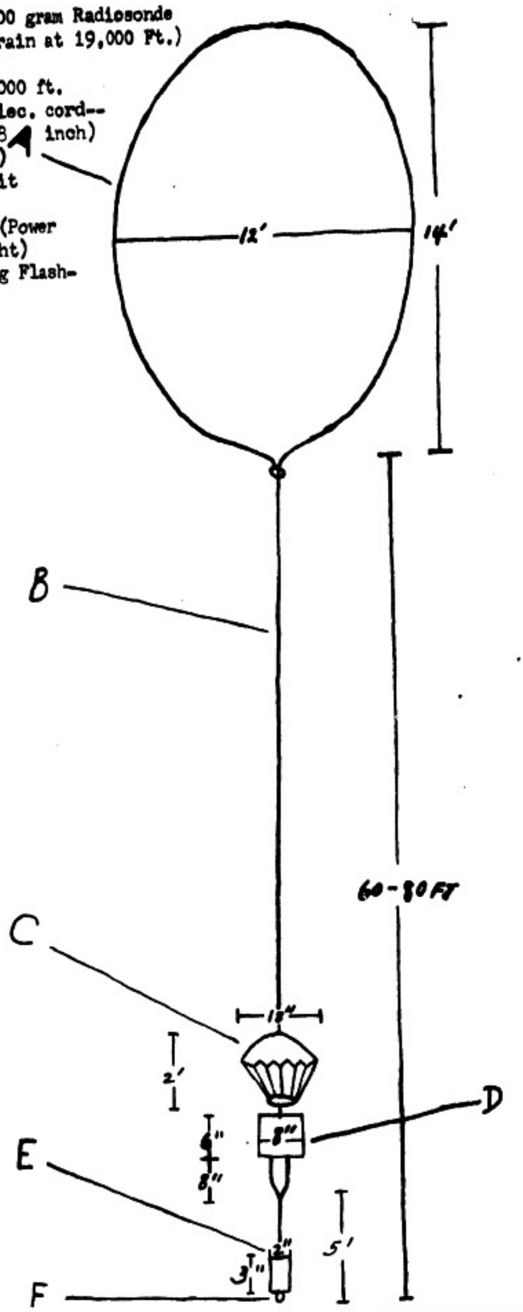
AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) Flt 2-D, 4602d AISS	REPORT NO. 2D-UFOB-2-56	PAGE 14 OF 15 PAGES

Incl #1, (Sketch of 500 gram Radiosonde Balloon & train at 19,000 Ft.)

Pt A---Balloon at 19,000 ft.
Pt B---Train (Waxed elec. cord--diam approx 1/8 inch)
Pt C---Parachute (red)
Pt D---Transmitter Unit (no light)
Pt E---Small Battery (Power Supply for light)
Pt F---Light Bulb (Reg Flashlight size)

A



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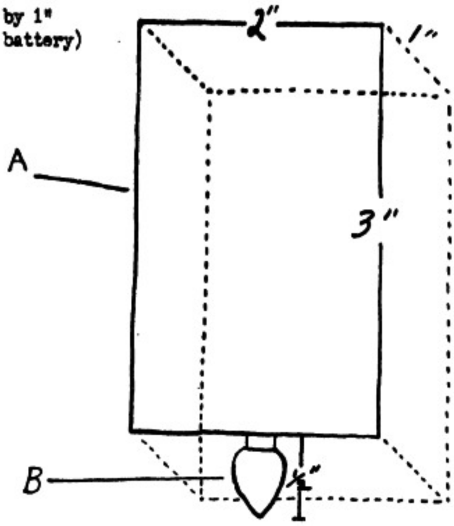
AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) Flt 2-D, 4602d AISS	REPORT NO. 2D-UFOB-2-56	PAGE 15 OF 15 PAGES

Incl #2. (Sketch of Battery and light on train
of 500 gram Radiosonde weather balloon--
Actual size)

Pt A---Battery, 3" by 2" by 1"
Pt B---Bulb (screws into battery)



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(38)

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COUNTRY
USA

REPORT NO. 2D-UFOB-2-56
AISS-UFOB-136-56

(LEAVE BLANK)
AF750348

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT
UFOB

AREA REPORTED ON
MONROE, LOUISIANA, USA

FROM (Agency)
Flight 2-D, 4602d AISS

EVALUATION

DATE OF REPORT
31 May 56

DATE OF INFORMATION
22 May 1956

PREPARED BY (Officer)
LOUIS MONROE, CAPTAIN, USAF

SOURCE
1/Lts EARL D. HOLWADEL and CURTIS CARLEY, USAF

REFERENCES (Control number, directive, previous report, etc., as applicable)
Tel Msg from AISOP, 23 May 56; Sqdn Guide 200-2

SUMMARY: (Enter concise summary of report. Give significance in final one-sentence paragraph. List inclosures lower left. Begin text of report on AF Form 112—Part II.)

D499594

I. CONTENTS:

PART ONE: Description of Sighting by Earl D. Holwadel, 1st Lt., USAF

PART TWO: Description of Sighting by Curtis Carley, 1st Lt., USAF

PART THREE: Supplementary Investigative Efforts

PART FOUR: Comments of Preparing Officer

II. SUMMARY: Investigation concerned a reported sighting on 22 May 1956 between 2305 and 2315 CST of an unidentified object described as egg-shaped, resembling a bulky cross, solid, emitting an intense white light, capable of high speeds and extremely maneuverable. Supplementary investigative research seems to indicate that the object has the characteristics of an optical phenomena.

III. INVESTIGATOR: CAPT LOUIS MONROE AO 1864170

(15)

LIBRARY SUBJECT & AREA CODES
5-01 5/56
603 √

Louis Monroe
LOUIS MONROE
Captain, USAF
Officer in Charge

APPROVED:

FOR AND IN THE ABSENCE OF

Ray L Jones
JOHN M WHITE JR
Colonel, USAF
Commander
Major

INCLS (See Individual Parts)

DISTRIBUTION BY ORIGINATOR
D/I, USAF; Comdr, ATIC; D/I, 33rd ADiv; Comdr, 4602d AISS; OIC, Flt 2-D, 4602d AISS

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

(37)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.		
Flt 2-D, 4602d AISS	2D-UFOB-2-56	Part One PAGE 2	OF 15 PAGES

I. SOURCE: Earl D. Holwadel

Address: Office of Resident Auditor, Greenville AFB, Miss.

Age: 25

Occupation: Officer, USAF; Auditor, Pilot

Education: B. S., Business Administration; Graduate, Pilot Training, 1954

Qualifications: SOURCE has been on active duty for approximately three years and on flying status for approximately three years.

II. RELIABILITY: SOURCE appeared to he highly intelligent. He was completely sincere and answered all questions frankly. SOURCE indicated that, although subjected to the ridicule that often accompanies reports of this type, he felt it his duty to report the sighting as completely as possible. SOURCE's estimates of measurements may be considered fairly reliable as indicated by his estimates of the relative size of known objects. In view of SOURCE's military background, information may be considered reliable.

III. SOURCE's DESCRIPTION OF SIGHTING: SOURCE indicated that on 22 May 1956 at approximately 2305 CST while flying in the front seat of a T33 aircraft 50 Knots northwest of Monroe, La. (Georef FJNC 5329), his attention was attracted to a bright object in the easterly portion of the sky. SOURCE's course at time of sighting was 050° at 18,000 feet. At 2315 the object was again noted apparently due east, and the decision was made to investigate, since the possibility of the object being a planet or star appeared doubtful. SOURCE stated he "peeled off" to the south and moved in trail of object, which at that time appeared to be in the southeast, (See sketch, Incl #1, path and movement of object). The object appeared to be a great distance away from the aircraft, when suddenly it came straight at the observer at a rapid rate of speed. SOURCE stated they crossed the rear of the object, experienced no wash, and moved south of it. Object moved away and then returned at high speed on a westerly course. SOURCE stated they cruised in front of the object and noticed odd and extremely bright lighting which did not resemble lighting of any known aircraft. Shape of the object could not be clearly determined and no wash was apparent on object's west side. SOURCE said maneuverability of object was fantastic and at no time did it change its positional attitude in relationship to the aircraft. SOURCE stated that his aircraft passed under the "nose" of object at a distance of approximately 75 yards and on a heading of 330°, at which time an intensely bright white light flashed from object lighting up canopy of his aircraft. SOURCE stated object appeared to be squat, bulky and cross-shaped. It appeared to be shorter than a C47 and wider than a C47. There was no visible wing span. Longest dimension of the bulk of object appeared to be 30 to 40 feet, (Incl #2, sketch of object). SOURCE saw no clear outline of object other than the bulk or dome which was positioned at the center of the cross. It was from this dome that the bright white light appeared. In addition to the white light SOURCE noted one red light, resembling an aircraft running light on top of the dome. However, the brightest light eminated from the high windshield type observation glass in the front of the dome. SOURCE obtained a good view of underneath side of object from 75 yards distance. It seemed to him that the under surface of object was of steel construction, and had a rib-like appearance with the ribs extending 2 to 4 feet and creating a wave-like impression, (Incl #3, sketch of under side of object). During the 15 minutes duration of sighting SOURCE noted that there

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AF FORM 112—PART II
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KC

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) Flt 2-D, 4602d AISS	REPORT NO. 2D-UFOB-2-56	Part One PAGE 3 OF 15 PAGES

(Cont'd)

were many stars in the sky and a three-quarters full moon. Object appeared brighter than background of the sky and resembled the brightness of an automobile headlight approximately one block away. Object appeared to stand still at times, speed up and rush away, (twice), did not break into parts, give off smoke, change brightness or shape. It did not appear to flicker, throb, or pulsate. Object did not move behind anything or in front of anything during period of sighting. Object appeared to be solid and was view with the naked eye through the canopy of the aircraft. Object emitted no perceivable sound and the edges appeared to be fuzzy or blurred. Only one object was noted. At the closest point of observation SOURCE was certain object appeared to be as large as the size of a grapefruit held at arm's length, and at farthermost point of observation resembled the size of a pinhead at arm's length. Object was still apparent in the sky when a decision was made to leave the area. SOURCE stated that if he could construct the object from known material it would be of steel construction, bulky cross-shaped, approximately 40 feet long, 30 feet wide, and 15 feet thick at the center point. SOURCE unable to indicate a resemblance of object to any known configuration or common object. SOURCE was looking approximately east when he first saw the object and approximately west when he last saw the object. SOURCE estimated object was 90° from true north and 10° above horizon when he first saw it, and 225° from true north and 25° above horizon when he left the area. There were thin, and very scattered clouds during the sighting. The weather was dry and cool. A 20 knot wind at 260° was indicated. SOURCE stated this was the first time he had seen this type of object, and could not give an opinion as to what it might be. Speed of object ranged from hovering to velocities in excess of the 300-400 knots his aircraft was flying at the time. Closest and farthermost points of observation were 75 yards and 60 miles approximately. SOURCE was quite disturbed by the occurence and did not attempt radio contact with any air base or with the object during the period of sighting. SOURCE was extremely impressed by the maneuverability of the object.

3 Incls:
1. SOURCE's sketch of path and movement of object
2. SOURCE's sketch of object
3. SOURCE's sketch of under side of object

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APPROVED 1 JUNE 1948

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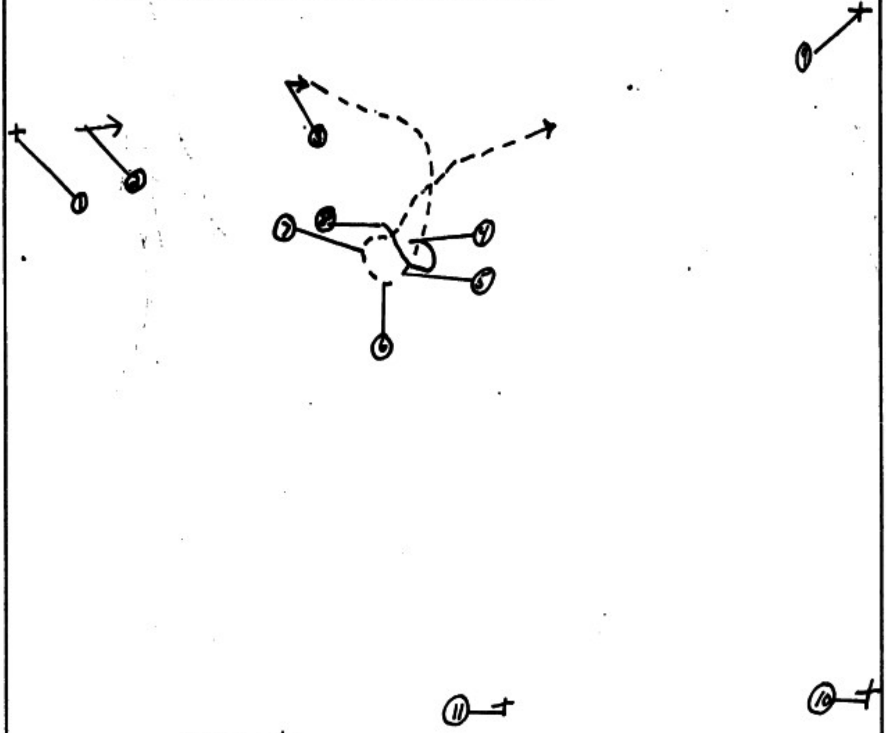
41

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) Flt 2-D, 4602d AISS	REPORT NO. 2D-UFOB-2-56	Part One PAGE 4 OF 15 PAGES

↑N

Incl. # 1. Source's sketch movement of object.



- - - - - - Path of A/C.
——— Path of object.

Pt. 1. Approx. location of Shreveport, La.
Pt. 2. A/C at 18,000 feet, 050 degrees, first noticed bright object at 1 o'clock.
Pt. 3. A/C at 18,000 feet, 050 degrees.
Pt. 4. Position of object at beginning of its path.
Pt. 5. A/C above object.
Pt. 6. A/C level with object.
Pt. 7. A/C below object.
Pt. 8. End of object's path.
Pt. 9. Approx. location of Greenville AFB, Miss.
Pt.10. Approx. location of Vicksburgh, Miss.
Pt.11. Approx. location of Monroe, La.

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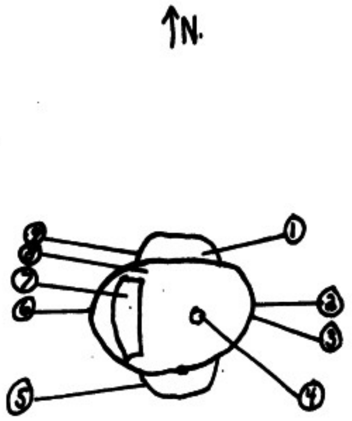
AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) Flt 2-D, 4602d AISS	REPORT NO. 2D-UFOB-2-56	Part One PAGE 5 OF 15 PAGES



Incl #2. Top view of object, looking down. (Source's sketch)

Legend:

Pt. 1. Extension on both sides of object not over six feet from bulk of object.
Pt. 2. Rear of object.
Pt. 3. No visible structure from the rear of object.
Pt. 4. One steady red running light, of normal A/C intensity.
Pt. 5. More than one white light 2 to 3 feet from bulk of object.
Pt. 6. Front of object.
Pt. 7. Bright light, white-solid of very high intensity.
Pt. 8. Bulk of object egg shaped.
Pt. 9. More than one white light 2 to 3 feet from bulk of object.

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APPROVED 1 JUNE 1948

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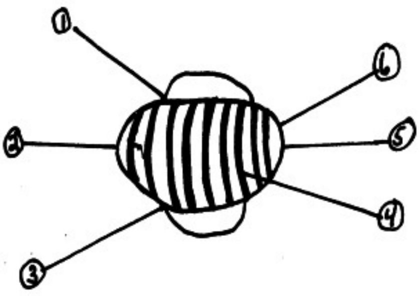
43

AIR INTELLIGENCE INFORMATION REPORT.

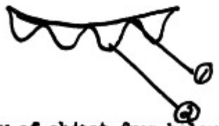
FROM (Agency)	REPORT NO.	
Flt 2-D, 4602d AISS	2D-UFOB-2-56	Part One PAGE 6 OF 15 PAGES

↑ N.

Incl # 3. Bottom view of object looking up. (Source's sketch)



Sketch # 1.
- Pt. 1. Lights on sides appeared to be reflected light from top.
- Pt. 2. Front of object.
- Pt. 3. Lights on sides appeared to be reflected light from top.
- Pt. 4. Ribs.
- Pt. 5. Rear of object.
- Pt. 6. Bulk of object was egg shaped.



Sketch # 2. Oblique view of object from below.
- Pt. 1. Bottom view of object, looking up.
- Pt. 2. Top of ribs extend 2 to 4 feet from underside.

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(44)

AF FORM 112—PART II
APPROVED 1 JUNE 1948

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	
Flt 2-D, 4602d AISS	2D-UFOB-2-56	Part Two PAGE 7 OF 15 PAGES

I. SOURCE: Curtis Carley

Address: Box 61, Greenville AFB, Miss.

Age: 26

Occupation: Officer, USAF; Accident Investigation Officer, Flying Safety; Pilot

Education: Two years College, Business Administration; Squadron Officers' school; Pilot training; Helicopter school.

Qualifications: SOURCE has been on active duty for five years and on flying status for five years. SOURCE served in Korea June 1952 - Oct 1953, and has a total of 100 combat missions in F-84 aircraft and 20 combat missions in F-86 aircraft.

II. RELIABILITY: SOURCE appeared to be intelligent and was very cooperative. He answered all questions as completely as possible with no attempt to procrastinate. SOURCE indicated his observation of object was not as complete as that of SOURCE, Part One; therefore the subsequent lack of detail. In consideration of SOURCE's military background and combat experience information may be considered reliable.

III. SOURCE's DESCRIPTION OF SIGHTING: SOURCE stated that on 22 May at approximately 2305 CST while flying as pilot in the rear seat of a T-33 aircraft he noted a bright light on the horizon moving in a westerly direction. SOURCE was flying on a heading of 055° at 19,000 feet and an indicated speed of 240 knots. Object was observed for approximately 15 minutes. Many stars were visible during the sighting and the moon appeared to be full. Object was brighter than the background of the sky and resembled automobile headlights one-half block away. Object appeared to stand still twice during the sighting and would also suddenly speed up and rush away. Object did not break up into parts or explode. It did not give off smoke or exhaust trails. Object did not change brightness or shape, and did not flicker, pulsate or throb. Object did not move in front of or behind anything. Object was observed with the naked eye through the aircraft canopy. No sound was noted from the object. SOURCE described object as having an extremely white intense light which seemed to come from an area that might have the cockpit of the object. The light was of such intensity as to give the appearance of being a solid glare. Object was sharply outlined and only one such object was noted in the sky. SOURCE estimated real size of object was 100 to 150 feet in its longest dimension. When first noted object appeared larger than the head of a pin held at arm's length and from approximately 200 yards it appeared the size of a half dollar at arm's length. Object was still visible when a decision was made to leave the area. No attempt was made to contact the object or any air base by radio during sighting. It was not possible to make radar contact since the aircraft was not equipped for that type of operation. SOURCE stated that if he were to construct the object of known materials it would be made of a metallic substance and of circular shape. Object would be constructed with a greenhouse shaped dome on top and with a very large window in the front of the dome. Lights reflecting underneath the object gave it the appearance of having wings. SOURCE was flying over open country during time of sighting and was looking in a direction 090 to 120° when he first saw object.

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U.S.C.—31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

UNCLASSIFIED
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UNCLASSIFIED
(CLASSIFICATION)

AF FORM 112—PART II
APPROVED 1 JUNE 1948

(45)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO	
Flt 2-D, 4602d AISS	2D-UFOB-2-56	Part Two PAGE 8 OF 15 PAGES

(Cont'd)

He was looking towards approximately 300° when he last saw the object. Object on first sighting appeared to be 075° from true north and a little above the horizon. SOURCE could not indicate the angular directions of the object when he last saw it. At time of sighting there was a light wind from 210° at 19,000 feet, the temperature was warm, and there were high, thin, scattered clouds. This was the first time SOURCE had noted this type of object and in his opinion it was some type of unorthodox aircraft. Object was probably moving faster than 300 knots. Closest approach to object was approximately 200 yards. SOURCE was particularly impressed by the apparent maneuverability of object. SOURCE unable to make a sketch or provide more extensive estimates of the size of object.

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UNCLASSIFIED
(CLASSIFICATION)

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(CLASSIFICATION)

AF FORM 112—PART II
APPROVED 1 JUNE 1948

(46)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) Flt 2-D, 4602d AISS	REPORT NO. 2D-UFOB-2-56	Part Three PAGE 9 OF 15 PAGES

SUPPLEMENTARY INVESTIGATIVE EFFORTS:

1. A check was made with the following Air Force Bases for aircraft in the air at the time of sighting, and reports of unusual occurences with negative results:

   a. Barksdale AFB, Louisiana
   b. Greenville AFB, Miss.
   c. Little Rock National Guard AFB, Little Rock, Ark.
   d. England AFB, Louisiana
   e. Texarkana AFB, Ark.

2. A check was made with the following Civil Airports for aircraft in the air at time of sighting and for reports of unusual occurences with negative results:

   a. Greater Shreveport Municipal Airport, Louisiana
   b. Adams Field, Little Rock, Ark.
   c. City of Monroe Municipal Field, Monroe, Louisiana
   d. Texarkana Civil Air Field, Texarkana, Ark.

3. Contact was made with the following AC&W Squadrons for aircraft in the air at time of sighting and for reports of unusual occurences with negative results:

   a. 703rd AC&W Squadron, Texarkana, Ark.
   b. 653rd AC&W Squadron, England AFB, Louisiana
   c. 745th AC&W Squadron, Duncanville AF Station, Duncanville, Tex.
   d. 747th AC&W Squadron, Ellington AFB, Houston, Tex.
   e. 741st AC&W Squadron, Lackland AFB, San Antonio, Tex.
   f. 683rd AC&W Squadron, Sweetwater AF Station, Sweetwater, Tex.
   g. 746th AC&W Squadron, Tinker AFB, Oklahoma City, Okla.

4. The following Flight Service centers were contacted for aircraft in the air at time sighting and for reports of unusual occurences with negative results:

   a. Maxwell Flight Service Center, Montgomery, Ala.
   b. Carswell Flight Service Center, Fort Worth, Tex.

5. The following weather observatories were contacted for release of weather balloons or for data that might have a bearing on the sighting with the indicated results:

   a. The US Weather Observatory, Shreveport, La., was contacted and indicated that on 22 May at 2100 CST one 500 gram radiosonde balloon carrying a white light suspended 80-100 feet below the balloon was released. Indications are that it was possible for the balloon to be over the Monroe, Louisiana area at approximately 2200 CST.

   b. Texas A&M University Observatory, Bryan, Texas, was contacted with negative results.

   c. US Weather Observatory, Monroe, Louisiana, was contacted with negative results.

   d. US Observatory, Houston, Texas, negative results.

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UNCLASSIFIED
(CLASSIFICATION)

AF FORM 112—PART II
APPROVED 1 JUNE 1948

UNCLASSIFIED
(CLASSIFICATION)

(47)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) Flt 2-D, 4602d AISS	REPORT NO. 2D-UFOB-2-56	Part Three PAGE 10 OF 15 PAGES

(Cont'd)

e. US Weather Observatory, Beaumont, Texas, negative results

f. US Weather Observatory, Waco, Texas reported that on 22 May at 2100 CST one 100 gram weather balloon with a white light suspended 3 - 4 feet below the balloon was released. Indications are this balloon would not have reached the Monroe, Louisiana area during the period of sighting.

g. Weather Service, England AFB, Louisiana, reported that on 22 May at 2000 CST one 100 Gram weather balloon with a white light suspended 5 - 8 feet below the balloon was released. Indications are that the balloon was located south of Monroe, Louisiana at approximately 2145 CST.

h. US Weather Observatory, Dallas, Texas, negative results.

i. Weather Service, Carswell AFB, Fort Worth, Texas, negative results.

j. US Weather Observatory, Lake Charles, Louisiana, negative results.

k. US Weather Observatory, Austin, Texas, negative results.

l. US Weather Observatory, San Antonio, Texas, negative results.

m. Weather Service at Tinker AFB, Okla, indicated a temperature inversion existed in the area of sighting with the following characteristics: Base of inversion at the surface with 69°F and top of the inversion at 2500 feet Mean Sea Level with 77°F. It was also indicated that the surface dew point was 65°F. A full moon was visible during the period of sighting. The following wind conditions existed in the area during time of sighting:

4,000 feet	200°	20 knots
6,000 feet	230°	25 knots
10,000 feet	220°	30 knots
16,000 feet	260°	10 knots
20,000 feet	260°	5 knots
30,000 feet	280°	25 knots
50,000 feet	280°	55 knots

Reports indicate no cloud coverage and no thunder storms in the sighting area.

6. Following GOC Filter Centers were contacted for reports of unusual sightings or occurences with negative results:

a. Shreveport, Louisiana
b. Little Rock, Ark.
c. Jackson, Miss.

7. The astronomical observatory, Louisiana State University, Baton Rouge, Louisiana, was contacted for reports of occurence of any unusual astronomical phenomena or movement of solar bodies with negative results.

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16—55570-1 ☆ U. S. GOVERNMENT PRINTING OFFICE : 1951 O - 918739

1. DATE - TIME GROUP

20 July 64 20/0945Z
20/1000Z

2. LOCATION

Clinton, Iowa - Littleton, Illinois

3. SOURCE

Civilian, Military

4. NUMBER OF OBJECTS

One

5. LENGTH OF OBSERVATION

60 Sec 45 Sec - 1 Min.

6. TYPE OF OBSERVATION

Ground-Visual

7. COURSE

NNW

8. PHOTOS

☐ Yes
☒ No

9. PHYSICAL EVIDENCE

☐ Yes
☒ No

10. CONCLUSION

UNIDENTIFIED

11. BRIEF SUMMARY AND ANALYSIS

1. Strange firey object observed in SSE for 45 sec-1 minute. Unusual light estimated at 7,000 ft. Apex of light with most intense portion at top fanning out at bottom. No object observed only light. Dirction of apex to NNW and object appeared to be moving in that direction. Faded out.

2. Observer driving Eastward and object believed to be one mile away rose up in fron of car. Shadowy cone shaped object. With fire jetting out of the bottom. Thought that the obj. was rocket powered with mixture too rich because of the sparks coming from the bottom. Flames were reddish-purple. Object climbed to 1,500 ft coming toward the observer. Levelled off at this altitude. Made shapp loop and climbed to 3,500 ft and headed East. Sparks turned bluish yellow object headed East and disappeared in a second or two. Shaped like ice cream cone upside down. 60 ft in diameter.

FORM
FTD SEP 63 0-329 (TDE) Previous editions of this form may be used.

S. P. No. 758 7/58

RECEIVED
JUL 24 1964
ILLINOIS C. D.

29/c

DEPARTMENT OF PUBLIC SAFETY

DIVISION OF STATE POLICE

OFFICE MEMORANDUM

	Draft letter; I will sign
	You reply
	For signature
	For approval
	For comments
	For suggestions
	Investigate and report
	Confer with me
	Usual course you handle
	Comply
	Note and return
	Return with file
	Note and file
	Refer to file #

To: Major Thomas L. O'Connor - Civil Defense

From: Captain R. H. Cramer - District # 1

Date: July 21, 1964

SUBJECT: SIGHTING OF "FIERY OBJECT" IN SKY

I am forwarding herewith, self-explanatory memos on the above mentioned subject matter.

Kindly handle as you see fit.

RHC/RHR/vs

S.P. No. 158 7/58

DEPARTMENT OF PUBLIC SAFETY

DIVISION OF STATE POLICE

OFFICE MEMORANDUM

	Draft letter; I will sign
	You reply
	For signature
	For approval
	For comments
	For suggestions
	Investigate and report
	Confer with me
	Usual course you handle
	Comply
	Note and return
	Return with file
	Note and file
	Refer to file #

To: Lieut. William Mosher #1.

From: Cpl. Raymond R. Tolbert #307.

Date: 20 July 1964.

SUBJECT: Report of Sighting Firey Object in Sky - Written Report of A1C Lowell F. BUFFETT, USAF.

At approximately 7:00 AM July 20, 1964 I was advised by radio to proceed to the scale house at Jct. U.S. 30 & U.S. 51 and contact a subject there who wanted to report something to a police officer.

Upon arrival I talked to a Lowell F. Buffett, A1C of the U.S. Airforce and he told me about a strange firey object he observed in the sky in the vicinity of Morrison, Ill at about 5:00 AM and gave me a written report of same and asked that I forward the report to the Civil Defense Authorities.

Please find enclosed the written report to be forwarded to the appropriate authorities.

R R Tolbert

R. R. Tolbert,
Corporal #307.

RECEIVED
JUL 24 1964
ILLINOIS C. D.

PERMANENT CHANGE OF STATION ORDER — MILITARY

(Items preceded by an asterisk for overseas only.) (If more space is required, continue on reverse.)

1. INDIVIDUAL WP ON PCS AS SHOWN BELOW

2. GRADE, LAST NAME, FIRST, MIDDLE INITIAL, AFSN
A1C BUFFETT, LOWELL F. AF12284334

3. SHIPPING AFSC *(Officer)*

4. CAFSC *(Airmen)*
36251A

5. ☒ OVER 4 YEARS SERVICE *(A1C Only)*

6. UNIT, MAJOR AIR COMMAND AND ADDRESS OF UNIT FROM WHICH RELIEVED
2034 Comm Sq (AFCS)
Mather AFB, Calif.

7. UNIT MAJOR AIR COMMAND AND ADDRESS OF UNIT TO WHICH ASSIGNED AND DUTY STATION IF APPROPRIATE
1995 Comm Sq (AFCS)
APO 937, Seattle, Wash

8. PURPOSE OF REASSIGNMENT IF OTHER THAN DUTY

9. REPORT TO COMDR., NEW ASSIGNMENT NLT
25 Aug 1964

10. *(Reassignment from overseas unit to CONUS unit only.)* REPORT AT NEW ASSIGNMENT NLT ______ DAYS AFTER DEPARTURE FROM CONUS PORT OF ENTRY UNIT

11. DALVP
Auth

12. EDCSA
13 Aug 64

13. TDY EN ROUTE *(Indicate Location or unit and address.)*

14. PURPOSE OF TDY

15. SECURITY CLEARANCE FOR PERIOD OF TDY OR COURSE OF INSTRUCTION

16. TDY REPORTING DATE

17. APPROXIMATE NO. OF DAYS

*18. LEAVE ADDRESS
RR #1
West Branch, N.Y.

*19. NEW MAILING ADDRESS *(Use upon completion of TDY, if appropriate.)* GRADE, NAME, AFSN
1995 Comm Sq
APO 937, Seattle, Wash

20. DURATION OF COURSE *(If reassignment is to attend course of instruction.)*
______ WEEKS

*21. ☐ CONCURRENT TRAVEL OF DEPENDENTS IS NOT AUTHORIZED

*22. ☐ TRAVEL OF DEPENDENTS IS PROHIBITED

*23. TRAVEL OF DEPENDENTS TO A DESIGNATED POINT ☒ IS ☐ IS NOT AUTHORIZED

24. ☐ TRANSPORTATION OF DEPENDENTS AND SHIPMENT OF HHG TO TDY STATION IS NOT AUTHORIZED

*25. CONCURRENT TRAVEL OF DEPENDENTS IS AUTHORIZED *(List names of dependents and DOB of children.)*

*26. AUTHORITY FOR CONCURRENT TRAVEL

27. TRAVEL TIME WILL BE COMPUTED PER CHAPTER 26, PART 1, AFM 35-11
TPA WITH 10 DAYS TRAVEL TIME

28. ______ POUNDS BAGGAGE, INCLUDING EXCESS IS AUTHORIZED

29. DISLOCATION ALLOWANCE CATEGORY

*30. MODES OF TRANSPORTATION AUTHORIZED FOR OVERSEAS TRAVEL
A. ☐ MILITARY AIRCRAFT
B. ☐ COMMERCIAL AIRCRAFT *(Category Z)*
C. ☐ MILITARY AND COMMERCIAL VESSEL
D. ☐ COMMERCIAL AIRCRAFT OR VESSEL *(Also foreign registry if US registry is not available)* RAIL OR BUS WITHIN OVERSEAS AREAS

*31. REPORT AT MATS PASSENGER SERVICE COUNTER
☐ McGUIRE AFB ☐ TRAVIS AFB
☐ McCHORD AFB ☐ CHARLESTON AFB

*32. FLIGHT NO. OR NAME OF VESSEL

*33. PIER NO. AND ADDRESS

*34. REPORTING TIME AND DATE FOR SCHEDULED DEPARTURE
NET
NLT

35. *A. PRIOR TO TRAVEL COMPLY WITH AFM 75-4. *B. WHILE ON LEAVE OVERSEAS COMPLY WITH AFM 35-22, AND CHAPTER 1, AFM 35-10.
C. In the event of limited war or mobilization and individual is traveling: PCS UNACCOMPANIED-proceed as scheduled. PCS ACCOMPANIED-contact your last commander immediately for instructions before reporting to port. In the event of general war or if the CONUS is attacked report to the nearest active Air Force Installation as soon as possible.

36. REMARKS
Airman will cross the U.S.-Canadian Border not later than 19 Aug 1964. 6 days travel time authorized from U.S-Canadian Border to final destination. Airman has been briefed on traffic safety. See Reverse

37. AUTHORITY, AFM 35-11 AND Line nr HN1896. This is a Hq USAF directed move.

38. DATE
2 Jul 64

39. SPECIAL ORDER NO.
185

40. DESIGNATION AND LOCATION OF HEADQUARTERS
2034 Comm Sq, WESTCOMMRGN (AFCS)
United States Air Force
Mather AFB, California

41. PCS EXPENSE CHARGEABLE TO Open Allotment OAC 43
S503725 5753500 325 P577.02 214100 216100
229300 129000 S503725

42. DISTRIBUTION
75 cys - Ind
4 cys - Finance
4 cys - WCR
12 cys - Gng orgn.

43. CUSTOMER IDENTIFICATION CODE 45 548 577.6 2111 S503725

44. TDY EXPENSE CHARGEABLE TO

45. TDN
FOR THE COMMANDER

46. SIGNATURE ELEMENT OF ORDERS AUTHENTICATING OFFICIAL
Mary C Rogers
MARY C ROGERS
Capt, USAF
Admin Services Officer

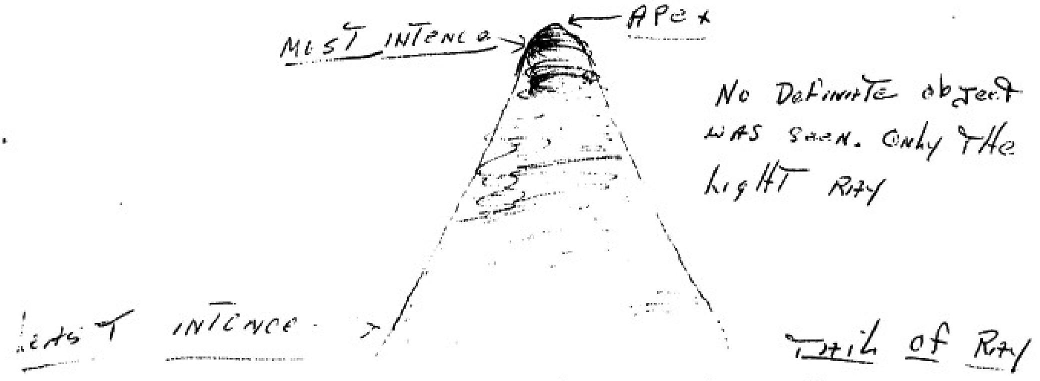
AF FORM AUG. 63 899

☆ U. S. GO MENT PRINTING OFFICE — 1963-699-267

Member has selected the "All Others" tour. Travel of dependents and transportation of household goods to the oversea area during the assignment of sponsor to the station covered by these orders is prohibited. Travel of dependents and transportation of household goods to a designated location under the provisions of paragraphs 7005 and 8253, JTR is authorized. Transportation from such designated location is authorized only upon reassignment of the member to a new duty station.

Unusual light in ESE sky approx. 7000 FT. at 0500, 20th July 1964 by Airman named on Reverse side.

I was on US Highway #30, 7 1/2 Mi. west of Clinton, Iowa, Traveling East. Discription as follows.



No Definite object was seen. Only the light Ray

I stopped & cut off engine to check for sound, & could hear none.

Its direction of apex was N.N.W. & appeared to be traveling in that same direction after about 45 sec. to 1 min the light faded out.

A1C Lowell F Buffett, 12284334
USAF.

EW (w/o)

Ltr, 2273d Selective Service Squadron (PSM), Unidentified Flying Object, 27 July 1964

3 AUG 1964

1st Ind (MAXIN)

Hq MATS, Scott AFB, Ill

TO: AFSC (FTD)
Wright-Patterson AFB Ohio

The attached report of a sighting of an unidentified flying object is forwarded in accordance with paragraph 13b, AFR 200-2A, 30 March 1964.

FOR THE COMMANDER

JOHN A.C. ANDREWS, Colonel, USAF
Director of Intelligence
DCS/Plans

1 Atch
n/c

Copy to:
Lt Col F. B. Woodworth

2273D SELECTIVE SERVICE SQUADRON
UNITED STATES AIR FORCE
BOLLING AFB, DC 20332

2 7 JUL 1967

REPLY TO
ATTN OF: PSM

SUBJECT: Unidentified Flying Object

TO: MATS
Scott AFB, Illinois

The attached correspondence is forwarded under provisions of AFR 200-2. The correspondence was inadvertently sent to this unit.

R. P. Casalaspro
R. P. CASALASPRO
Major, USAF
Commander

1 Atch
Ltr, 22 Jul 64, Ill St Hq SSS w/atch

cy to: Lt Col F. B. Woodworth

ILLINOIS HEADQUARTERS
SELECTIVE SERVICE SYSTEM
405 EAST WASHINGTON STREET
SPRINGFIELD, ILLINOIS 62701

22 July 1964

Major R. P. Casalaspro
Commander
2273rd Selective Service Squadron
Bolling Air Force Base, D. C.

Dear Major Casalaspro:

If you think it appropriate I wonder if you would be kind enough to forward the attached report of a "flying saucer" to the Air Force office which is concerned with such phenomena.

Mr. Joseph J. Winkel, who submits this report, is a GS 3 file clerk employed at this Headquarters for the past two years. He was honorably discharged from the Army after more than three years service in World War II. He is 54 years of age.

Mr. Winkel is generally regarded at this Headquarters as a completely honest and reliable person. For this reason we consider it advisable to make his report available to the Air Force.

This office as well as Mr. Winkel would be most interested in knowing whether it develops that there is some explanation for the phenomenon.

Sincerely yours,

FOR THE STATE DIRECTOR

F. B. Woodworth
F. B. WOODWORTH
Lt. Colonel, USAF
Deputy State Director

Enclosure

Joseph J. Winkel
% Illinois Headquarters
Selective Service System
405 East Washington Street
Springfield, Illinois 62701
22 July 1964

TO WHOM IT MAY CONCERN:

At about 4:45 a.m. on 20 July 1964 I was driving eastbound through a wooded area on State Route 101 about two miles west of Littleton, Illinois, when I noticed a shadowy cone-shaped object, with fire jetting out of the bottom, rise straight upward over the trees in front and to the right of me at a distance of possibly one mile.

My first thought was that it was a jet plane, then I decided it was a rocket powered cone-shaped object. I recall thinking that their rocket mixture was too rich as the sparks or flames were reddish purple. I then realized I might be looking at a "flying saucer."

As I continued driving eastward the object climbed to about 1500 feet and leveled off, coming directly toward me. At that moment it reminded me of a large sunflower with yellow petals sticking out all around it; I was looking at its front side and the petals were the rocket sparks fanning out around the edges. This lasted only a second or two, then it made a sharp loop upward and almost reversed its course, leveling off at about 3500 feet and heading almost due east. It was as if the operator had gotten his bearings. The sparks from the rocket now turned a bluish yellow, making a ball of fire, and in a very few seconds it was completely out of sight.

This flying object, as I saw it, was shaped like the cream of an ice cream cone with the rockets where the cracker part is. I would guess it was about 60 feet in diameter. I have drawn the attached sketch to show how the object looked to me in the various positions in which I saw it. I cannot say whether it was ascending from the ground at the moment I first saw it or whether it may have been flying at tree top level when I saw it making its flight straight upward.

The sky was clear and still dark, although it was beginning to turn gray in the east. I was alone in my car. There was no other traffic on the highway in that vicinity. My car windows were up because of the cool weather and I heard no unusual sounds. The whole incident as described above probably took no more than one minute.

Joseph J Winkel

JOSEPH J. WINKEL

upward
facing
away

HEADQUARTERS
FOREIGN TECHNOLOGY DIVISION
AIR FORCE SYSTEMS COMMAND
UNITED STATES AIR FORCE
WRIGHT-PATTERSON AIR FORCE BASE, OHIO

REPLY TO
ATTN OF: TDEW

SUBJECT: UFO Sighting

TO: Hq USAF SAFOI PB (Mrs. Gaiser)

We have received an unidentified flying object report from Joseph J. Winkel. His initial report did not contain sufficient information for an evaluation. It is suggested that a FTD Form 164 be forwarded to Mr. Winkel for completion and returned to us.

FOR THE COMMANDER

Hector Quintanilla Jr, Maj.
ERIC T. de JONCKHEERE
Colonel, USAF
Deputy for Technology
and Subsystems

1 Atch
Ltr J. Winkel

YOU - THE NUCLEUS OF SECURITY!

20 Jul 64
Littleton, Illinois

August 17, 1964

Dear Mr. Winkel:

This is in response to your letter of July 22, 1964, in which you reported observing an unusual object in the Littleton, Illinois area.

Since your report of the sighting did not contain sufficient information to enable our investigators to make an evaluation, we are inclosing a Form 164 U.S. Air Force Technical Information sheet with a request that you complete the questions in as much detail as possible and return it to this office for a supplementary investigation.

Sincerely,

MASTON M. JACKS
Major, USAF
Public Information Division
Office of Information

Mr. Joseph J. Winkel
c/o Illinois Headquarters
Selective Service System
405 East Washington Street
Springfield, Ill. 62701

U.S. AIR FORCE TECHNICAL INFORMATION

This questionnaire has been prepared so that you can give the U.S. Air Force as much information as possible concerning the unidentified aerial phenomenon that you have observed. Please try to answer as many questions as you possibly can. The information that you give will be used for research purposes. Your name will *not* be used in connection with any statements, conclusions, or publications without your permission. We request this personal information so that if it is deemed necessary, we may contact you for further details.

1. When did you see the object?

Day: 20
Month: July
Year: 1964

2. Time of day: 4 Hour 45 Minutes

(Circle One): [✓ A.M.] or P.M.

3. Time Zone:

(Circle One):
a. Eastern
[✓ b. Central]
c. Mountain
d. Pacific
e. Other ______

(Circle One):
[✓ a. Daylight Saving]
b. Standard

4. Where were you when you saw the object?

Nearest Postal Address: ______
City or Town: Littleton
State or County: Illinois

5. How long was object in sight? (Total Duration) ______ Hours ______ Minutes 60 Seconds

a. Certain
b. Fairly certain
c. Not very sure
[✓ d. Just a guess]

5.1 How was time in sight determined? ______

5.2 Was object in sight continuously? Yes ______ No X

6. What was the condition of the sky?

DAY
a. Bright
b. Cloudy

NIGHT
[✓ a. Bright]-Dawn
b. Cloudy

7. IF you saw the object during DAYLIGHT, where was the SUN located as you looked at the object?

(Circle One):
a. In front of you
b. In back of you
c. To your right
d. To your left
e. Overhead
f. Don't remember

FORM
FTD OCT 62 164 This form supersedes FTD 164, Jul 61, which is obsolete.

8. IF you saw the object at NIGHT, what did you notice concerning the STARS and MOON?

8.1 STARS *(Circle One)*:

- a. None
- [✓ b. A few]
- c. Many
- d. Don't remember

8.2 MOON *(Circle One)*:

- a. Bright moonlight
- b. Dull moonlight
- c. No moonlight – pitch dark
- d. Don't remember

9. What were the weather conditions at the time you saw the object?

CLOUDS *(Circle One)*:

- [✓ a. Clear sky]
- b. Hazy
- c. Scattered clouds
- d. Thick or heavy clouds

WEATHER *(Circle One)*:

- a. Dry
- [✓ b. Fog], mist, or light rain Some ground fog
- c. Moderate or heavy rain
- d. Snow
- e. Don't remember

10. The object appeared: *(Circle One)*:

- [✓ a. Solid] Gray
- b. Transparent
- c. Vapor
- d. As a light
- e. Don't remember

11. If it appeared as a light, was it brighter than the brightest stars? *(Circle One)*:

- a. Brighter
- b. Dimmer
- c. About the same
- d. Don't know

11.1 Compare brightness to some common object: ______________________

12. The edges of the object were:

(Circle One):
- a. Fuzzy or blurred
- b. Like a bright star
- [✓ c. Sharply outlined]
- d. Don't remember
- e. Other ______________________

13. Did the object: *(Circle One for each question)*

a. Appear to stand still at any time?	Yes	[✓ No]	Don't know
b. Suddenly speed up and rush away at any time?	[✓ Yes]	No	Don't know
c. Break up into parts or explode?	Yes	[✓ No]	Don't know
d. Give off smoke?	Yes	[✓ No]	Don't know
e. Change brightness?	Yes	[✓ No]	Don't know
f. Change shape?	Yes	[✓ No]	Don't know
g. Flash or flicker?	Yes	[✓ No]	Don't know
h. Disappear and reappear?	Yes	[✓ No]	Don't know

14. Did the object disappear while you were watching it? If so, how?

Yes, it suddenly speeded up and disappeared out of sight.

15. Did the object move behind something at any time, particularly a cloud?

(Circle One): [✓ Yes] No Don't Know. IF you answered YES, then tell what it moved behind: it moved behind a group of trees

16. Did the object move in front of something at any time, particularly a cloud?

(Circle One): Yes [✓ No] Don't Know. IF you answered YES, then tell what in front of:

17. Tell in a few words the following things about the object:

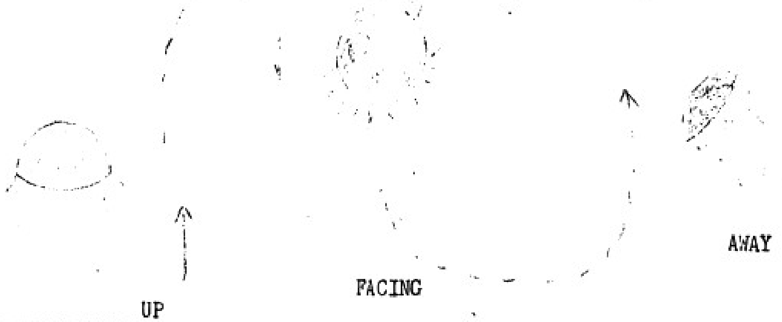
a. Sound I did not hear anything.

b. Color It was a dark object trailing fire.

18. We wish to know the angular size. Hold a match stick at arm's length in line with a known object and note how much of the object is covered by the head of the match. If you had performed this experiment at the time of the sighting, how much of the object would have been covered by the match head?

about $\frac{1}{4}$

19. Draw a picture that will show the shape of the object or objects. Label and include in your sketch any details of the object that you saw such as wings, protrusions, etc., and especially exhaust trails or vapor trails. Place an arrow beside the drawing to show the direction the object was moving.



20. Do you think you can estimate the speed of the object?

(Circle One) Yes [✓ No]

IF you answered YES, then what speed would you estimate? ____________

21. Do you think you can estimate how far away from you the object was?

(Circle One) [✓ Yes] No

IF you answered YES, then how far away would you say it was? about 1 to 1½ miles.

22. Where were you located when you saw the object? *(Circle One)*:

a. Inside a building
[✓ b. In a car]
c. Outdoors
d. In an airplane (type)
e. At sea
f. Other ____________

23. Were you *(Circle One)*

a. in the business section of a city?
b. In the residential section of a city?
c. In open countryside?
d. Near an airfield?
e. Flying over a city?
f. Flying over open country?
g. Other In a wooded area of country.

24. IF you were MOVING IN AN AUTOMOBILE or other vehicle at the time, then complete the following questions:

24.1 What direction were you moving? *(Circle One)*

a. North
b. Northeast
[✓ c. East]
d. Southeast
e. South
f. Southwest
g. West
h. Northwest

24.2 How fast were you moving? 55-60 miles per hour.

24.3 Did you stop at any time while you were looking at the object?

(Circle One) Yes [✓ No]

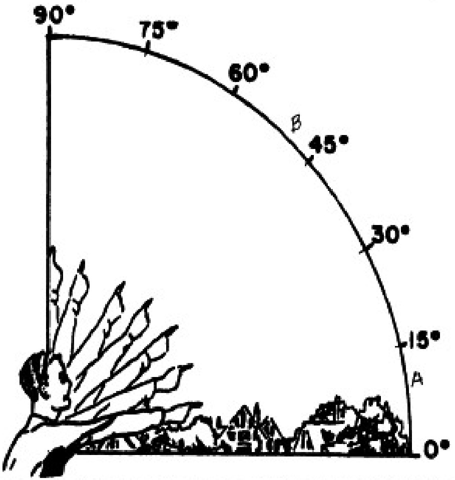
25. Did you observe the object through any of the following?

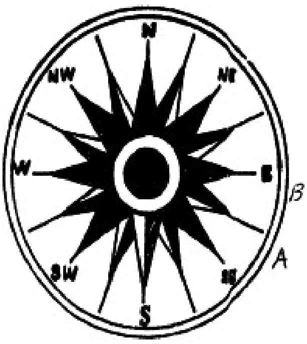
a. Eyeglasses	Yes	No	e. Binoculars	Yes	No
b. Sun glasses	Yes	No	f. Telescope	Yes	No
c. Windshield	[✓ Yes]	No	g. Theodolite	Yes	No
d. Window glass	Yes	No	h. Other ____________		

26. In order that you can give as clear a picture as possible of what you saw, describe in your own words a common object or objects which, when placed up in the sky, would give the same appearance as the object which you saw.

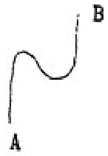
While ascending the object looked like the ice cream of an ice cream cone (though dark) with fire fanning out below. When facing me the dark part looked like a sunflower with fire coming out all around as petals of a sunflower, again the center was dark. When flying away only a small portion of the dark part or ice cream could be seen and where the cracker part of an ice cream cone is there was fire but of a more intense type and brought to a point because of increased power and speed.

27. In the following sketch, imagine that you are at the point shown. Place an "A" on the curved line to show how high the object was above the horizon (skyline) when you *first* saw it. Place a "B" on the same curved line to show how high the object was above the horizon (skyline) when you *last* saw it. Place an "A" on the compass when you *first* saw it. Place a "B" on the compass where you *last* saw the object.





28. Draw a picture that will show the motion that the object or objects made. Place an "A" at the beginning of the path, a "B" at the end of the path, and show any changes in direction during the course.



29. IF there was MORE THAN ONE object, then how many were there? ____________________
Draw a picture of how they were arranged, and put an arrow to show the direction that they were traveling.

30. Have you ever seen this, or a similar object before. If so give date or dates and location.

No.

31. Was anyone else with you at the time you saw the object? ***(Circle One)*** **Yes [✓ No]**

31.1 IF you answered YES, did they see the object too? ***(Circle One)*** **Yes No**

31.2 Please list their names and addresses:

32. Please give the following information about yourself:

NAME Winkel Joseph J.
Last Name **First Name** **Middle Name**

ADDRESS 260 S. Marion Carthage Illinois
Street **City** **Zone** **State**

TELEPHONE NUMBER 357-3370 **AGE** 55 **SEX** Male

Indicate any additional information about yourself, including any special experience, which might be pertinent.

33. When and to whom did you report that you had seen the object?

22 July 1964 Lt. Col. F. B. Woodworth, USAF.
Day **Month** **Year**

34. Date you completed this questionnaire: 28 (Day) August (Month) 1964 (Year)

35. Information which you feel pertinent and which is not adequately covered in the specific points of the questionnaire or a narrative explanation of your sighting.

At about 4:45 a.m. on 20 July 1964 I was driving eastbound trhough a wooded area on State Route 101 about two miles west of Littleton, Illinois, when I noticed a shadowy cone-shaped object, with fire jetting out of the bottom, rise straight upward over the trees in front and to the right of me at a distance of possible one mile.

My first thought was that it was a jet plane, then I decided it was a rocket powered cone-shaped object. I recall thinking that their rocket mixture was too rich as the sparks of flames were reddish purple. I then realized I might be looking at a "flying saucer."

As I continued driving eastward the object climbed to about 1500 feet and leveled off, coming directly toward me. At that moment it reminded me of a large sunflower with yellow petals sticking out all around it; I was looking at its front side and the petals were the rocket sparks fanning out around the edges. This lasted only a second or two, then it made a sharp turn upward and almost reversed its course, leveling off at about 3500 feet and heading almost due east. It was as if the operator had gotten his bearings. The sparks from the rocket now turned a bluish yellow, making a ball of fire, and in a very few seconds it was completely out of sight.

This flying object, as I saw it, was shaped like the cream of an ice cream cone with the rockets where the cracker part is. I would guess it was about 60 feet in diameter. I have drawn the attached sketch to show how the object looked to me in the various positions in which I saw it. I cannot say whether it was ascending from the ground at the moment I first saw it or whether it may have been flying at tree top level when I saw it making its flight straight upward.

The sky was clear and still dark, although it was beginning to turn gray in the east. I was alone in my car. There was no other traffic on the highway in that vicinity. My car windows were up because of the cool weather and I heard no unusual sounds. The whole incident as described above probably took no more than one minute.

ILLINOIS

The title "Land of Lincoln" exemplifies the rich historical background of Illinois. Throughout the state, numerous state parks and monuments commemorate historical events and people. Illinois has become known as the "crossroads of America" because of its location; the present highway system is an assurance that it will remain so. It is also the world's largest railroad center, with more than 500 passenger trains and 30,000 freight cars entering the city daily. Accessibility by water has also contributed greatly to Illinois' growth, for it is partially bounded by Lake Michigan and the Ohio and Mississippi rivers.

ILLINOIS STATE PARKS AND FACILITIES

	INDEX KEY	ACREAGE	CAMPING	ELECTRICITY	CABINS	HOTEL OR LODGE	PICNICKING	REFRESHMENTS	DRINKING WATER	TOILETS	HIKING	SWIMMING	BOATING	FISHING	WATER SPORTS
Apple River Canyon	A-4	157	●				●	●	●	●	●			●	
Argyle Lake	E-2	1,052	●	●			●	●	●	●	●		●	●	
Beaver Dam	H-4	425	●				●	●	●	●	●		●	●	
Black Hawk	C-3	207	●				●	●	●	●	●			●	
Buffalo Rock	C-6	43					●	●	●	●				●	
Cahokia Mounds	I-3	150	●				●	●	●	●	●				
Cairo Point-Fort Defiance	L-6	15					●	●	●	●	●			●	
Cave in Rock	L-7	64	●	●			●	●	●	●			●	●	
Chain O'Lakes	A-7	4,813	●				●	●	●	●	●		●	●	●
Channahon Parkway	C-7	20	●				●		●	●	●			●	
Delabar	D-2	89	●				●		●	●				●	
Dixon Springs	L-6	300	●				●	●	●	●	●	●			
Ferne Clyffe	K-5	1,070	●				●	●	●	●	●			●	
Ft. Chartres	J-3	18	●				●	●	●	●	●				
Ft. Creve Coeur	E-4	80	●				●		●	●	●			●	
Ft. Kaskaskia	J-4	230	●				●	●	●	●	●			●	
Ft. Massac	L-6	835	●				●	●	●	●	●		●	●	
Fox Ridge	G-7	700	●				●	●	●	●	●		●	●	
Giant City	N-5	1,675	●		●	●	●	●	●	●	●		●	●	
Grand Marais	I-3	1,125	●				●	●	●	●	●		●	●	
Illini	C-6	400	●				●	●	●	●	●			●	
Illinois Beach	A-7	1,681	●			●	●	●	●	●	●	●		●	
Johnson Sauk Trail	C-4	300	●				●	●	●	●	●		●	●	
Kankakee River	C-7	2,100	●				●	●	●	●	●			●	
Kickapoo	F-7	1,530	●				●	●	●	●	●		●	●	
Lake-Le-Aqua-Na	A-4	814	●				●	●	●	●	●		●	●	
Lake Murphysboro	K-5	904	●				●	●	●	●	●		●	●	
Lincoln Log Cabin	G-7	86	●				●	●	●	●	●				
Lincoln's New Salem	F-4	220	●				●	●	●	●	●				
Lincoln Trail Homestead	F-6	70	●				●	●	●	●	●			●	
Lincoln Trail	G-8	900	●				●	●	●	●	●		●	●	
Lowden Memorial	B-5	200	●				●	●	●	●	●			●	
Matthiessen	C-5	176					●	●	●	●	●				
Mississippi Palisades	A-3	1,309	●				●	●	●	●	●		●	●	●
Nauvoo	E-1	147	●				●	●	●	●	●			●	
Pere Marquette	H-3	5 170	●		●	●	●	●	●	●	●	●	●	●	
Prophetstown	B-4	53	●				●	●	●	●	●			●	
Ramsey Lake	H-5	815	●				●	●	●	●	●		●	●	
Red Hills	I-7	940	●				●	●	●	●	●		●	●	
Rock Cut	A-5	600	●				●		●	●	●		●	●	
Siloam Springs	F-2	3,025	●	●			●	●	●	●	●		●	●	
Spitler Woods	G-6	200	●				●		●	●	●				
Spring Lake	E-4	1,307	●				●	●	●	●	●		●	●	
Starved Rock	C-5	1,400	●		●	●	●	●	●	●	●		●	●	●
Stephen A. Forbes	I-6	7,611					●		●	●	●				
Weldon Springs	F-6	170	●				●	●	●	●	●		●	●	
White Pines Forest	B-5	385	●		●	●	●	●	●	●	●			●	●

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Resident $2.00
Non-Resident $4.00

Annual State Hunting License
Resident $ 3.00
Non-Resident $15.00 min.

State Park Camping Permit None
Trailer Permit None

To help add adventure to your trip, high lights of popular points of interest are described below.

CHICAGO (B-8) This vibrant city offers a multitude of attractions to all. **Lake Shore Drive,** a 20-mile boulevard that hugs the shore of Lake Michigan, begins at Stony Island Ave. on the south. The drive crosses through picturesque **Jackson Park,** where the **Museum of Science and Industry** is located. The museum has on display hundreds of full-scale models of mechanical equipment, including a German submarine, and a complete coal mine in operation, which may be toured. West of here is the impressive campus of the **Univ. of Chicago,** whose buildings were patterned after the Gothic style of English universities. Situated nearby is **Robie House,** designed by the famous American architect, Frank Lloyd Wright. Northwest of here, near 42nd St., are the **Union Stock Yards.** Further north along the drive are **McCormick Place,** Chicago's new exhibition hall, and **Soldier Field,** a huge stadium. Nearby is **Chinatown,** as well as **Comiskey Pk.,** home of the White Sox. Further north on the drive is **Grant Pk.,** Chicago's beautiful front yard. Located in the park are: **Buckingham Fountain,** which is beautifully lighted at night; the **Band Shell,** where free open-air concerts are given during the summer; the **Chicago Natural History Museum;** and, across the drive, the **Shedd Aquarium,** and **Adler Planetarium,** where astronomy is graphically demonstrated. West of here on Michigan Ave., is the **Art Institute,** which is renowned for its displays of painting, sculpture, architecture, and other fine arts. Nearby is **Orchestra Hall,** home of the Chicago Symphony Orchestra during the winter concert season. The **Prudential Building,** a new landmark, towers above the skyline here. A restaurant at the top offers a beautiful view of the city. **"The Loop,"** west of here, is encircled by the Elevated. Here are famous State St. stores, theatres, many fine hotels, and impressive office buildings. The two levels of the Grant Pk. underground parking lot assure the motorist of adequate and safe parking facilities. The **Board of Trade,** which stands at the foot of LaSalle St., dominates Chicago's financial center. The night club regions of the city are located west on Randolph St., and on the Near North Side. The **Civic Opera House,** at Wacker Dr. and Madison St., provides an annual season of grand opera. Further north is the **Merchandise Mart,** one of the largest buildings in the world, with over four million square feet of floor space. Although it is primarily a wholesale buying center, it also contains shops, offices, and radio and television studios. North on Michigan Ave. is the **Wrigley Building,** which is beautifully lighted at night, as well as the **Water Tower,** the famous landmark that survived the great Chicago fire of 1871. Further north along Lake Shore Drive are many beautiful residential structures. Prominent along the skyline are the new glass and steel skyscrapers designed by Mies van der Rohe. **Lincoln Pk.** lies on both sides of the drive; in it are the **Chicago Historical Society Museum,** the **Lincoln Pk. Zoo,** and beautiful benches and picnic areas. Overlooking Lincoln Pk. is the **Elks National Mem.,** the fraternity's national headquarters. Further north is **Wrigley Field,** home of the Chicago Cubs. North of the city itself are: **Northwestern Univ.,** the intricately patterned **Bahai Temple,** and **Ravinia,** an open-air music center. To the west are **Morton Arboretum,** and **Brookfield Zoo,** where animals roam in moat-encircled, simulated natural habitats.

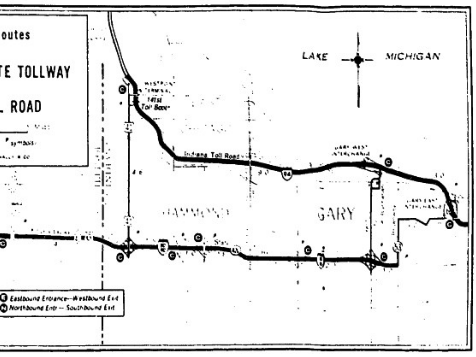
Dwight D. Eisenhower Expressway, looking east toward the Post Office.

Northern Illinois

EAST DUNDEE (A-7)—Nearby is **Santa's Village,** which holds many fascinations for children. It is open all year round.

FOX LAKE (A-7)—The **Chain of Lakes,** a popular resort area, is located west of Waukegan. The chain is comprised of the scenic **Fox River** and a group of lakes—Fox, Grass, Pistakee, and many more. Facilities for water sports are excellent.

GALENA (A-3)—Many historic buildings are of interest here, including the home of **Ulysses S. Grant** and **Old Market House,** both state memorials.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LAKE
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141st Toll Booth
Indiana Toll Road
94
HAMMOND
GARY
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Northbound Entr — Southbound Exit

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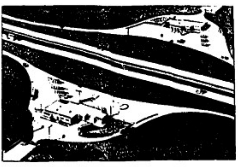

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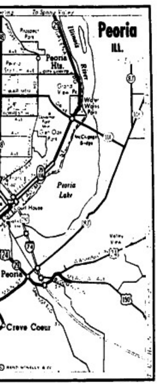
Peoria
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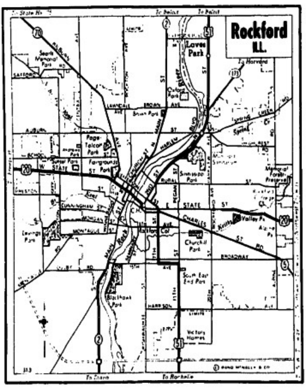
Creve Coeur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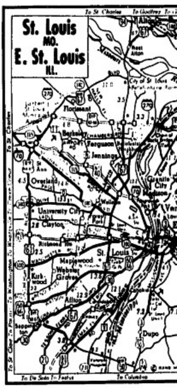
To Harvard
To Beloit
STATE
Churchill Park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Clayton
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Maplewood
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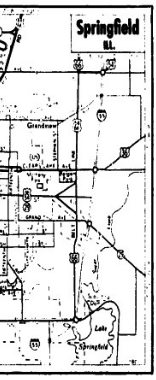
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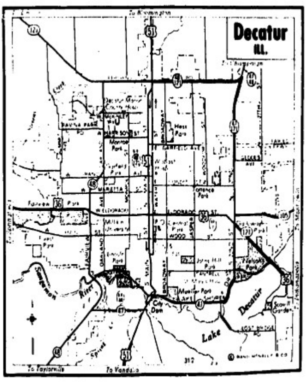
Lake Springfield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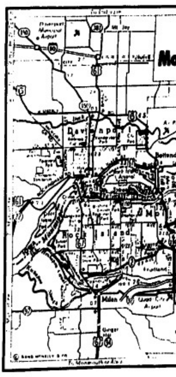
To Taylorville
To Vandalia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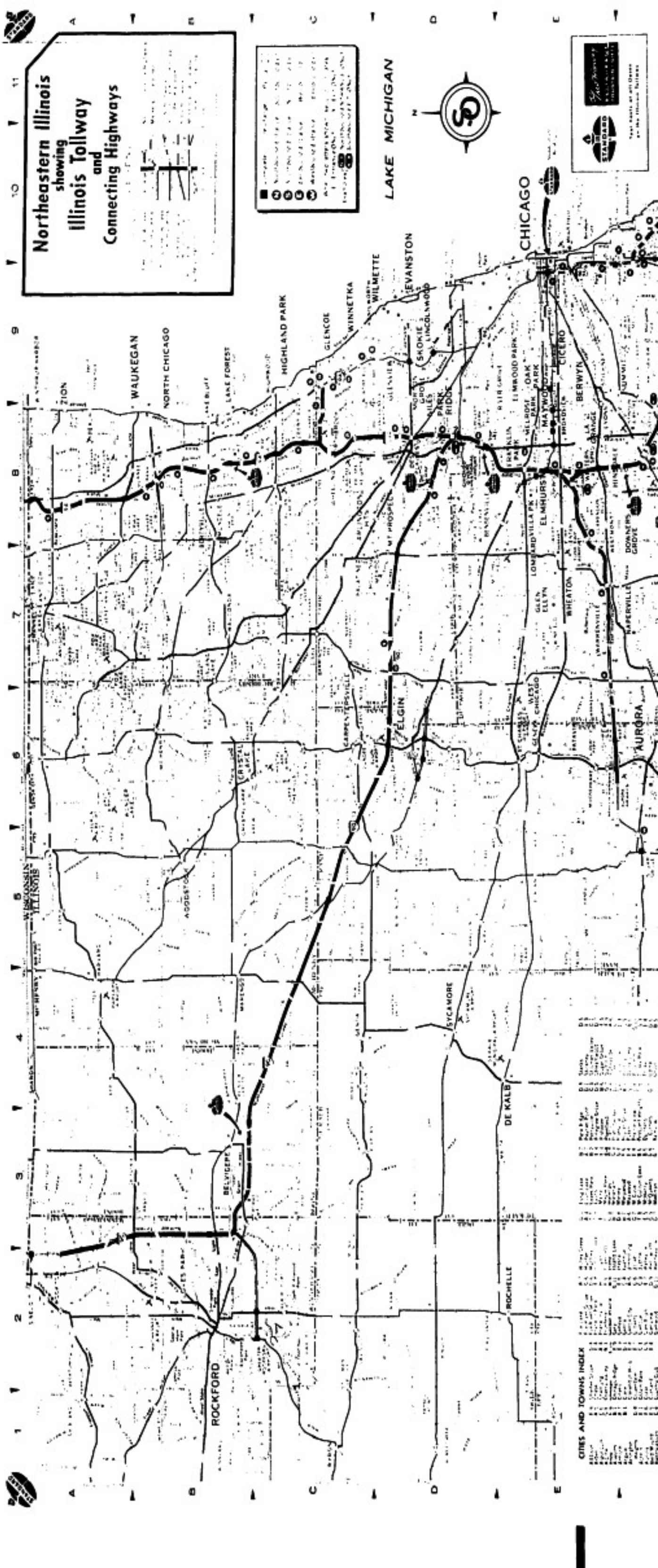
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CICERO
BERWYN
LA GRANGE
HINSDALE
ELMHURST
LOMBARD
VILLA PK.
GLEN ELLYN
WHEATON
DOWNERS GROVE
NAPERVILLE
WARRENVILLE
AURORA
WEST CHICAGO
ELGIN
CARPENTERSVILLE
CRYSTAL LAKE
MT PROSPECT
SYCAMORE
DE KALB
ROCHELLE
BELVIDERE
ROCKFORD
WISCONSIN
ILLINOIS
CITIES AND TOWNS INDEX
A
B
C
D
E
1
2
3
4
5
6
7
8
9
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11

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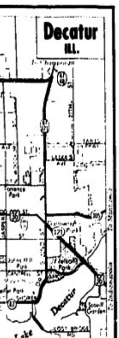

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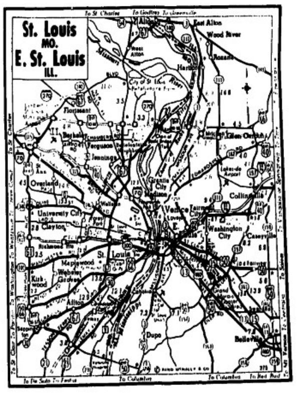

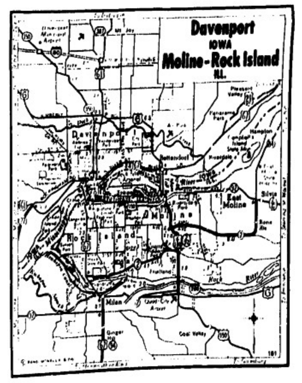

ILLINOIS

The title "Land of Lincoln" exemplifies the rich his
ground of Illinois. Throughout the state, numerous sta
monuments commemorate historical events and people
become known as the "crossroads of America" because o
the present highway system is an assurance that it wi
It is also the world's largest railroad center, with mo
passenger trains and 30,000 freight cars entering th
Accessibility by water has also contributed greatly to Illi
for it is partially bounded by Lake Michigan and th
Mississippi rivers.

ILLINOIS STATE PARKS AND FACILI

AS YOU TRAVEL ASK US	INDEX KEY	ACREAGE	CAMPING	ELECTRICITY	CABINS	HOTEL OR LODGE	PICNICKING	REFRESHMENTS	DRINKING WATER	TOILETS	HIKING
Apple River Canyon	A-4	137	●				●	●	●	●	●
Argyle Lake	E-2	1,052	●	●			●	●	●	●	●
Beaver Dam	H-4	425	●				●	●	●	●	●
Black Hawk	C-3	207	●				●	●	●	●	●
Buffalo Rock	C-5	43					●	●	●	●	
Cahokia Mounds	I-3	196	●				●	●	●	●	●
Cairo Point-Fort Defiance	L-6	19					●	●	●	●	●
Cave in Rock	L-7	64	●	●			●	●	●	●	
Chain O'Lakes	A-7	4,013	●				●	●	●	●	
Channahon Parkway	C-7	20	●				●		●	●	
Delabar	D-2	89	●				●		●	●	
Dixon Springs	L-6	300	●				●	●	●	●	●
Ferne Clyffe	K-5	1,020	●				●	●	●	●	●
Ft. Chartres	J-3	19	●				●	●	●	●	●
Ft. Creve Coeur	E-4	86	●				●		●	●	●
Ft. Kaskaskia	J-4	233	●				●	●	●	●	●
Ft. Massac	L-6	435	●				●	●	●	●	●
Fox Ridge	G-7	799	●				●	●	●	●	●
Giant City	K-5	1,675	●		●	●	●	●	●	●	●
Grand Marais	I-3	1,125	●				●	●	●	●	●
Illini	C-6	408	●				●	●	●	●	●
Illinois Beach	A-7	1,651	●			●	●	●	●	●	●
Johnson Sauk Trail	C-4	396	●				●	●	●	●	●
Kankakee River	C-7	2,120	●				●	●	●	●	●
Kickapoo	F-7	1,539	●				●	●	●	●	●
Lake-Le-Aqua-Na	A-4	614	●				●	●	●	●	●
Lake Murphysboro	K-5	904	●				●	●	●	●	●
Lincoln Log Cabin	G-7	86	●				●	●	●	●	●
Lincoln's New Salem	F-4	330	●				●	●	●	●	●
Lincoln Trail Homestead	F-5	70	●				●	●	●	●	●
Lincoln Trail	G-8	910	●				●	●	●	●	●
Lowden Memorial	B-5	206	●				●	●	●	●	●
Matthiessen	C-5	174					●	●	●	●	●
Mississippi Palisades	A-3	1,376	●				●	●	●	●	●
Nauvoo	E-1	147	●				●	●	●	●	●
Pere Marquette	H-3	5,179	●		●	●	●	●	●	●	●
Prophetstown	B-4	53	●				●	●	●	●	●
Ramsey Lake	H-5	815	●				●	●	●	●	●
Red Hills	I-7	948	●				●	●	●	●	●
Rock Cut	A-5	634	●				●		●	●	●
Siloam Springs	F-2	3,023	●	●			●	●	●	●	●
Spitler Woods	G-6	203	●				●		●	●	●
Spring Lake	E-4	1,357	●				●	●	●	●	●
Starved Rock	C-5	1,430	●		●	●	●	●	●	●	●
Stephen A. Forbes	I-6	2,811					●		●	●	●
Weldon Springs	F-6	120	●				●	●	●	●	●
White Pines Forest	B-5	385	●		●	●	●	●	●	●	●

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Annual State Hunting Lic
Resident $ 3.00
Non-Resident $15.00

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To help add adventure to your trip, high
of popular points of interest are described

CHICAGO (B-8) This vibrant city offers a multitude
to all. **Lake Shore Drive,** a 20-mile boulevard that hu
Lake Michigan, begins at Stony Island Ave. on the s
crosses through picturesque **Jackson Park,** where the **M**
and Industry is located. The museum has on display h
scale models of mechanical equipment, including
marine, and a complete coal mine in operation, which
West of here is the impressive campus of the **Univ. o**
buildings were patterned after the Gothic style of
sities. Situated nearby is **Robie House,** designed by th
ican architect, Frank Lloyd Wright. Northwest of h
St., are the **Union Stock Yards.** Further north along
McCormick Place, Chicago's new exhibition hall, and
huge stadium. Nearby is **Chinatown,** as well as **Comis**
the White Sox. Further north on the drive is **Gran**
beautiful front yard. Located in the park are: **Buck**
which is beautifully lighted at night; the **Band Shell,** v
air concerts are given during the summer; the **Chicag**
Museum; and, across the drive, the **Shedd Aquarium,**
tarium, where astronomy is graphically demonstrated
on Michigan Ave., is the **Art Institute,** which is reno
plays of painting, sculpture, architecture, and other f
is **Orchestra Hall,** home of the Chicago Symphony O
the winter concert season. The **Prudential Building,** a
towers above the skyline here. A restaurant at the to
tiful view of the city. **"The Loop,"** west of here, is c
Elevated. Here are famous State St. stores, theatres, n
and impressive office buildings. The two levels of
underground parking lot assure the motorist of ade
parking facilities. The **Board of Trade,** which stands
LaSalle St., dominates Chicago's financial center. The night club regions of the city are located west on Randolph St., and on the Near North Side. The **Civic Opera House,** at Wacker Dr. and Madison St., provides an annual season of grand opera. Further north is the **Merchandise Mart,** one of the largest buildings in the world, with over four million square feet of floor space. Although it is primarily a wholesale buying center, it also contains shops, offices, and radio and television studios. North on Michigan Ave. is the **Wrigley Building,** which is beautifully lighted at night, as well as the **Water Tower,** the famous landmark that survived the great Chicago fire of 1871. Further north along Lake Shore Drive are many beautiful residential struc-
tures. Prominent along the skyline are the new gla
scrapers designed by Mies van der Rohe. **Lincoln**
sides of the drive; in it are the **Chicago Historical**
the **Lincoln Pk. Zoo,** and beautiful beaches and pic
looking Lincoln Pk. is the **Elks National Mem.,** the fra
headquarters. Further north is **Wrigley Field,** home
Cubs. North of the city itself are: **Northwestern Uni**
patterned **Bahai Temple,** and **Ravinia,** an open-air
the west are **Morton Arboretum,** and **Brookfield Zoo**
roam in moat-encircled, simulated natural habitats.

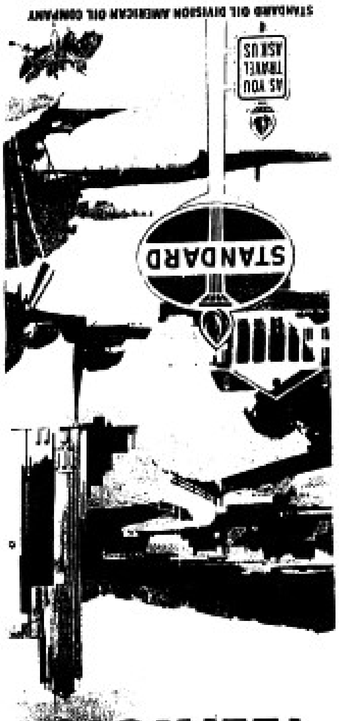
Dwight D. Eisenhower Expres
toward the Post Office.

Northern Illinois

EAST DUNDEE (A-7)—Nearby is **Santa's Village,** wh
fascinations for children. It is open all year round.

FOX LAKE (A-7)—The **Chain of Lakes,** a popular reso
west of Waukegan. The chain is comprised of the
and a group of lakes—Fox, Grass, Pistakee, and m
ties for water sports are excellent.

GALENA (A-3)—Many historic buildings are of i
cluding the home of **Ulysses S. Grant** and **Old M**
state memorials.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Mississippi
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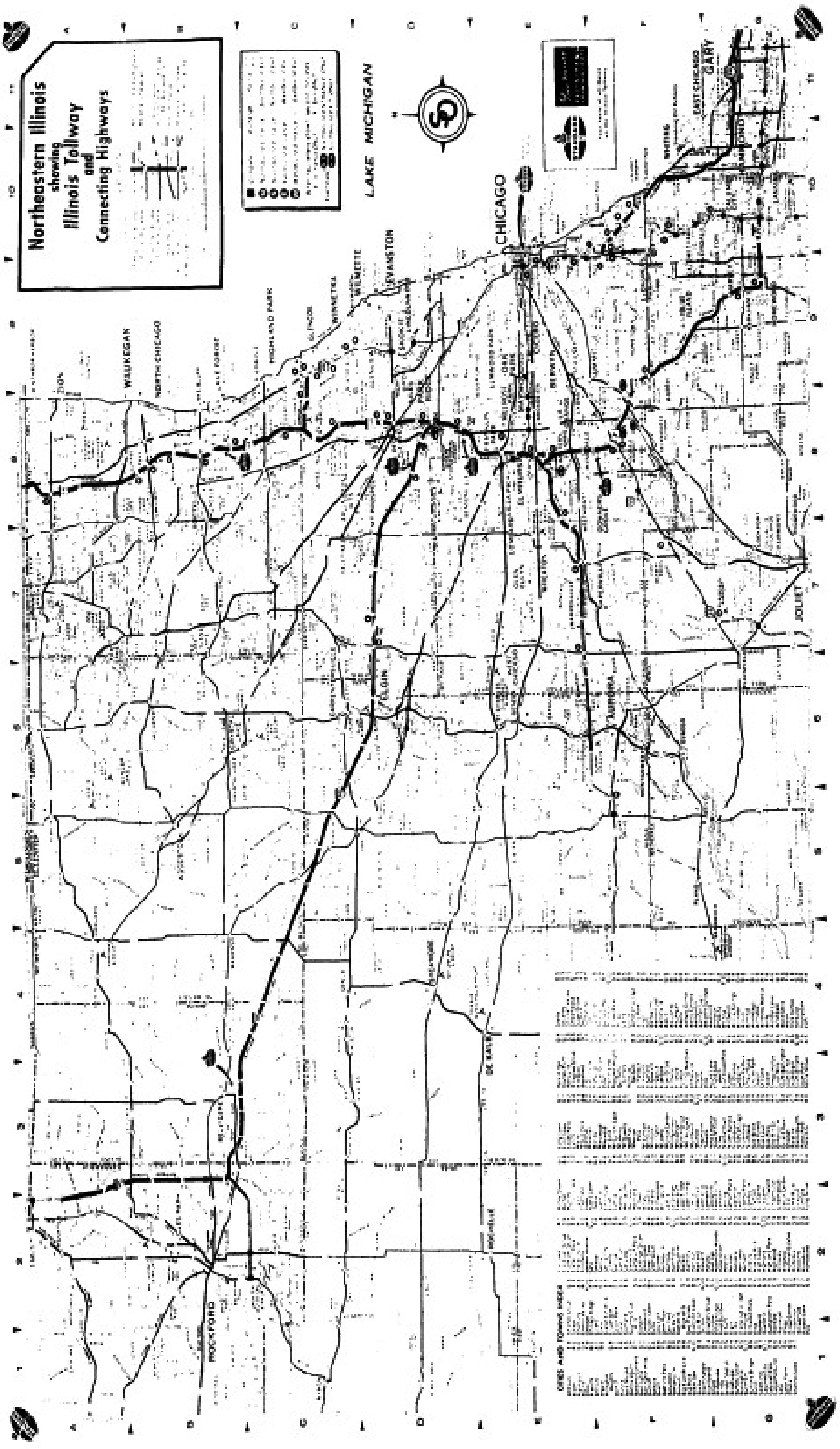
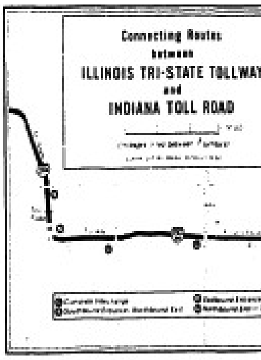
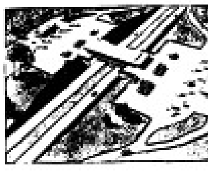

Northeastern Illinois
showing
Illinois Tollway
and
Connecting Highways
LAKE MICHIGAN
CHICAGO
EVANSTON
WILMETTE
WINNETKA
GLENCOE
HIGHLAND PARK
LAKE FOREST
NORTH CHICAGO
WAUKEGAN
ELGIN
AURORA
JOLIET
ROCKFORD
DE KALB
GARY
EAST CHICAGO
WHITING
CITIES AND TOWNS INDEX


Connecting Routes
between
ILLINOIS TRI-STATE TOLLWAY
and
INDIANA TOLL ROAD

ILLINOIS TOLLWAY



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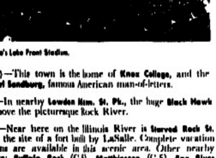
nts of Interest contd.



o's Lake Front Stadium.

)—This town is the home of **Knox College,** and the **l Sandburg,** famous American man-of-letters.

—In nearby **Lowden Mem. St. Pk.,** the huge **Black Hawk** ove the picturesque Rock River.

—Near here on the Illinois River is **Starved Rock St.** the site of a fort built by LaSalle. Complete vacation ns are available in this scenic area. Other nearby e: **Buffalo Rock** (C-5), **Matthiessen** (C-5), **Fox River Woods** (C-6), and **Illini** (C-6).

5)—**White Pines Forest St. Pk.** is located in this region *istoric interest. Campgrounds, modern cottages, and* re among the facilities of the park.

Starved Rock State Park, near Ottawa.

-3)—Near- **St. Pk.** is a ae of wood- d by wind- **Watch Tower** magnificent Mississippi ere is the **onal,** which constructed ng Block-

) —Scenic **des St. Pk.,** ofty bluffs ank of the iver, was e vertical f limestone. usual rock interest to

)—Located iful **Apple St. Pk.** is the highest .

inois Beach e Michigan, maintains 3½ miles of beach, a new ildren's playground.

Downstate Illinois

K-5)—Scenic **Giant City St. Pk.** is highlighted by an formation, whose walls are as vertical as those of a

(I-7) — **Cave-in-Rock St. Pk.,** which is near here, was [illegible] ws.

7)—The rambling campus of the **Univ. of Illinois** holds Many of the research buildings may be toured.

The home of **Pierre Menard,** first lieutenant governor of rved here with all its original furnishings. In nearby **. Pk.** the earthern ramparts of the fort can still be seen.

I-3) —**Cahokia Court House St. Mem.** preserves the oldest nois. Nearby is **Grand Marais St. Pk.,** one of the most tional parks in the state.

—**Pere Marquette St. Pk,** the largest Illinois state park, on of the Mississippi and Illinois rivers. Complete s are available here.

-The Mormons first settled this town, which is on e Mississippi River. Nauvoo is now famous for its

IER (J-3) - Nearby, in **Fort Chartres St. Pk.,** are many ildings of this early French and American fortress.

em is the birthplace of William Jennings Bryan the rator and three times presidential nominee.

ark.

New Salem.

(K-7) The original townsite of Shawneetown which k of the Ohio River was moved into the hills after flood of 1937 which topped the levees and caused A memorial on the original site preserves many of marks like the imposing **Bank Building.**

)—The **State Capitol** is the heart of the "Land of **'s Home,** a state memorial, has been preserved as he minating the foyer of **Lincoln's Tomb,** in Oak Ridge bronze reproduction of the statue of the President Lincoln Memorial, in Washington, D.C. Nearby in **k.** is a reconstruction of the village where Lincoln

ILLINOIS INDEX

CITIES & TOWNS

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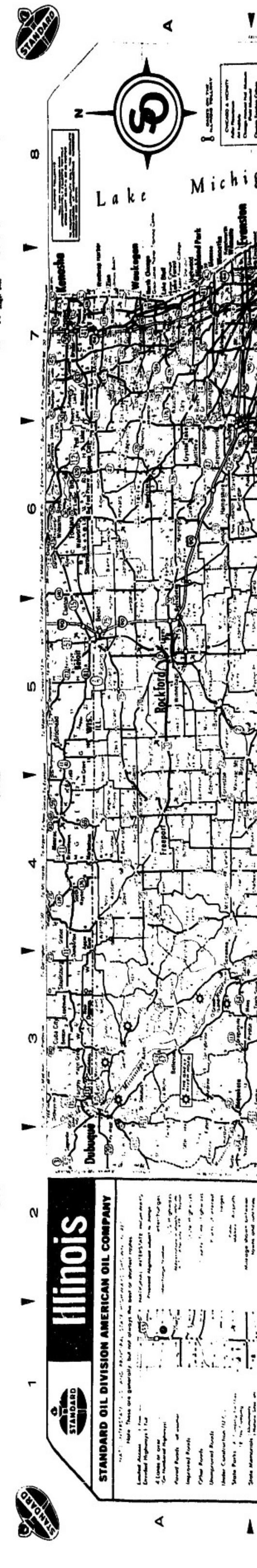

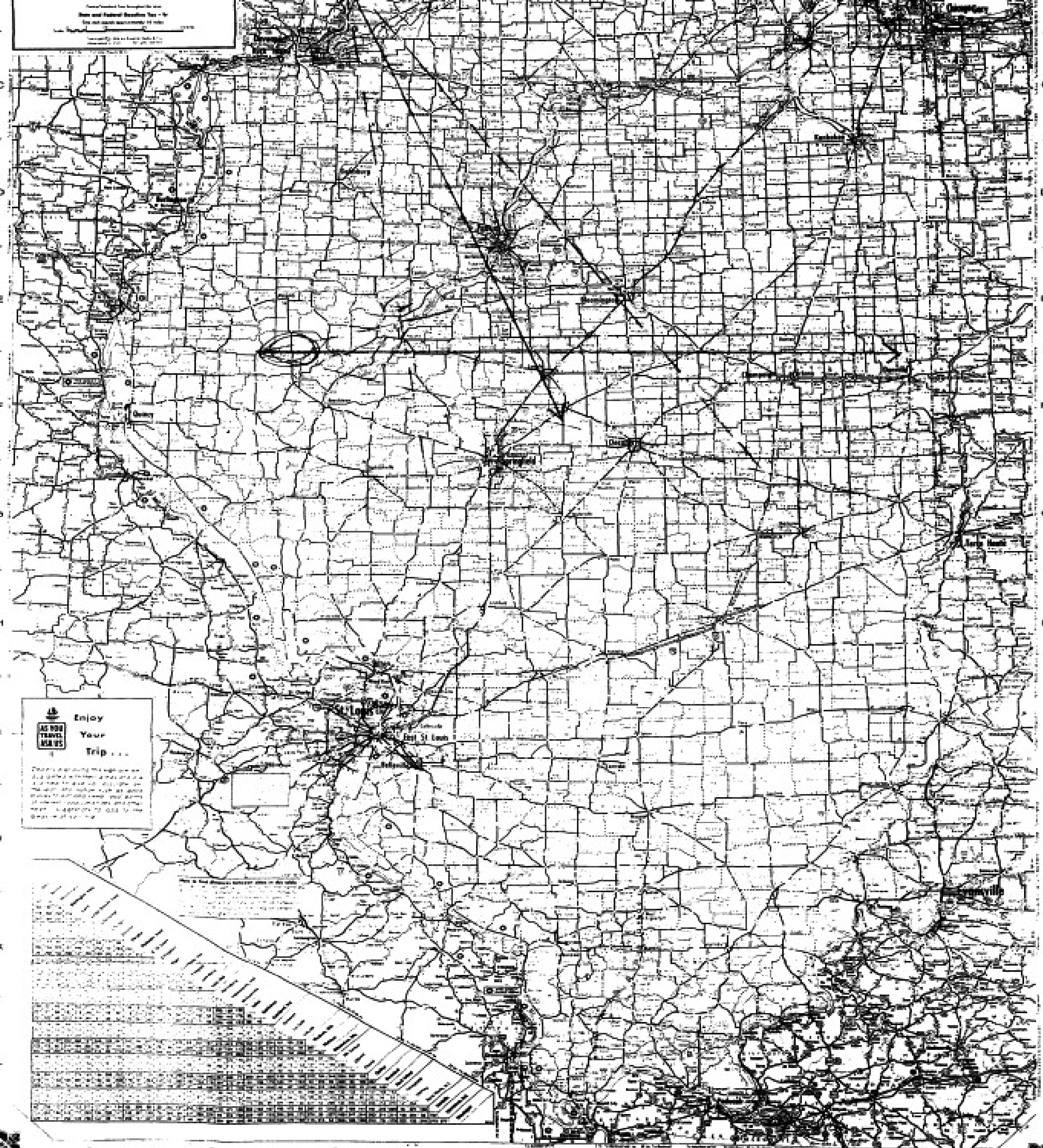
Springfield
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Quincy
Terre Haute
St Louis
East St Louis
Evansville
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DEARBORN OBSERVATORY
NORTHWESTERN UNIVERSITY
EVANSTON, ILLINOIS 60201
7 January 1965

Major Hector Quintanilla
Foreign Technology Division
Box 9494
Wright-Patterson Field
Dayton, Ohio

Dear Major:

On December 21 both Bill Powers and I talked with Mr. Joseph J. Winkle who is the chap who reported the sighting at Littleton, Illinois on 20 July 1964, sighting very similar to one reported within half an hour of one in Clinton, Iowa. I would like to talk to the chap who made the Clinton sighting but he is Airman First Class Lowell F. Buffett, 12284334, USAF, and the way Air Force people are shifted around there is little chance of latching on to him without considerable chasing. If it is possible, however, I would like to do so.

Coming now to Winkle: the phone conversation was a long one because he has a meticulous, clerk-type mind, very attentive to detail. Even by deliberately trying to throw him off by making a small misstatement, he would pick it up and tell us in detail and tell us just why we were wrong! I'm afraid we talked to him for about forty-five minutes which is outrageous , now that I think of it.

Here are some points which came out of the conversation, and I'll give them just as I have them down on paper. First of all, his story holds together, and he gave no indication from manner of conversation of being a crackpot. Rather pedestrian, as a matter of fact, and hardly one to be accused of too much imagination.

He said the flame he saw was concentrated similar to that you get when you focus a flame on an acetylene torch. The object came up from very rough terrain, so rugged he said that it would take a mule to find where it came from. There was no noise. It was a clear night with stars but no moon. After his sighting, he went home, got a map to make sure whether there was an airport anywhere in line from which a rocket might have been launched. Apparently there was not.

Winkle did not know , had not heard, of the independent sighting near Clinton, Iowa. His impression of his sighting was that it was a secret device. When asked why it couldn't have been an ordinary jet, he said with a jet he would have seen a complete circle of fire whereas here he had flashes of light coming off the object and then actually falling away, not like a jet spurting out.

Maneuvers were just as those described in his letter, and he said that just before it speeded up, its flames narrowed to about one-third of their former diameter and became a purplish green. There was about one-quarter the size of the moon. He said it was much like an acetylene torch, which first burns yellowish and then when adjusted get purplish green.

Had it continue in its original course, it would have passed hime, but it made a U turn loped in the air.

Winkel exhibited a love of detail and was very careful in statements. He was also very uneasy about the call at first. Apparently he was afraid that this was some newspaper gag.

There was trace of ground fog, about as high as a car.

Although the Clinton, Iowa sighting sounds similar, without further talks with Buffett to establish it, we should definitely not assume that they saw the same thing. Likewise, this also cannot be ruled out. It's almost straining coincidence too much to have similar sightings occur fifteen or so minutes apart in time and about fifty miles apart in space.

So much for that one. Do we have an official report on the Homer, New York case of April 11, 1954? This was the very strange smoke trail one which is uncomfortably close to the French cigar cases. On the other hand, it might have been some sort of aerial gunnery going on. Any evidence for this? Will continue in my next.

Cordially,

Allen

Allen

JAH:krf

P.S. Please send back originals of Smithsonian clippings when boosted!

Troy

PROJECT 10073 RECORD

1. DATE - TIME GROUP 14-17 January 66 14/1055Z 17/1045Z	**2. LOCATION** Weston, Massachusetts
3. SOURCE Civilian	**10. CONCLUSION** 1. UNIDENTIFIED 2. Other (CLOUD)
4. NUMBER OF OBJECTS One	
5. LENGTH OF OBSERVATION 1. 20 Minutes 2. Several Minutes	**11. BRIEF SUMMARY AND ANALYSIS** SEE CASE FILE
6. TYPE OF OBSERVATION Ground-Visual (BX)	
7. COURSE South	
8. PHOTOS ☐ Yes ☒ No	
9. PHYSICAL EVIDENCE ☐ Yes ☒ No	

FTD FORM SEP 63 0-329 (TDE) **Previous editions of this form may be used.**

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8. PHOTOS ☐ Yes ☒ No	
9. PHYSICAL EVIDENCE ☐ Yes ☒ No	

FTD FORM SEP 63 0-329 (TDE) Previous editions of this form may be used.

14 Jan

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DEARBORN OBSERVATORY
NORTHWESTERN UNIVERSITY
EVANSTON, ILLINOIS 60201

January 29, 1966

Report of the Weston, Massachusetts Sightings of January 14 and 17, 1966

Introduction

On January 18, 1966, while at a National Science Foundation meeting in New Orleans, I received a call from Dr. Winston Markey, Director of the Laboratory for Experimental Astronomy, at the Massachusetts Institute of Technology. Dr. Markey last year was Air Force Chief Scientist, and is still closely associated with that office although he is now back at MIT.

Dr. Markey asked whether I might come to Boston immediately to help clear up, if possible, sightings that had been reported to him by Mr. Roger Woodbury, a man in whom, Dr. Markey said, he had the utmost confidence and whose reliability as an observer and as a person of technical competence he would not question. Mr. Woodbury is Associate Director of the Instrumentation Laboratory at MIT and has been associated with Dr. Stark Draper, Director of the Instrumentation Laboratory, and with Dr. Markey, for the past twelve years. The Instrumentation Laboratory, you will recall, is responsible for the guidance system in the Polaris missiles.

When, therefore, Dr. Markey asked me to come to Boston I thought this case more than warranted ordinary attention, since in all probability it will also come to the attention of the present Chief Scientist of the Air Force, Dr. Robert Lowey. Accordingly, I made arrangements to go to Boston at the earliest opportunity which proved to be Saturday, January 22nd. I went almost immediately to MIT and talked with Mr. Woodbury for more than two hours, in the offices of Dr. Stark Draper. Clearances for admittance into the Instrumentation Laboratory had been taken care of previously.

A good part of our discussions were taperecorded (see attached) but the basic details of the two sightings are these. The two sightings, although apparently quite different in nature, occurred within three days of each other, and at the same time of day, at the same geographical location, and in nearly the same part of the sky. It is logical, therefore, to seek a possible connection between the two events.

Sighting No. 1, January 14, 1966, 5:55 P.M. EST (sunset 4:50 P.M.).

Mr. Woodbury had just come home from MIT and was changing his clothes, when his youngest son, Arthur, who had been told to take the dogs down to the run, came bounding into the house, crying out that "there's a flying saucer outside." Mr. Woodbury, Mrs. Woodbury, and two other sons, Jimmy and Roger, ages thirteen and fifteen respectively (Arthur is eleven), headed out to see what it was all about. As he passed the service drawer in the kitchen, Mr. Woodbury picked up a small pair of binoculars regularly kept there. Later, Roger came in for some Bausch and Lomb general service binoculars. Mr. Woodbury said that he didn't expect to see anything unusual but was going out to see what all the commotion was about. For the ensuing twenty minutes or so he apparently was thoroughly impressed by what he saw, and has, as yet, been unable to explain it. By the time Mr. Woodbury got outside he saw the light, which his son Arthur said had been moving in slowly from the southwest, due south and at an elevation of about 20°. Two things struck Mr. Woodbury as outstanding: the nature of the light, and its motions both then, during the hovering phase, and after it took off. The interrogations of the other members of the family indicated to me that both items also puzzled them, but in general the motions of the object while hovering seemed to the other four witnesses to be even more unusual than the light itself. Mr. Woodbury felt, I gathered, that it was the light that was even more remarkable than the motions.

He described the light as one having a white spectrum, one of very high color-temperature. During his sighting, incidentally, he had for comparison a passing airliner, and a helicopter, and neither the motions of these or the lights that they carried, bore any resemblance to the same items in his UFO. The light was described as essentially a point source, even in binoculars, although in the latter it apparently subtended about the same angle that Jupiter would (two-thirds of a minute of arc). In the binoculars, the witness agreed, the light seemed to be pinched in the middle, somewhat like an hourglass. The central white light was likened to a welder's arc at about a block or half a block, but it was whitish rather than blue. Around the perimeter of the light, the witnesses reported coruscations , the light scintillating in different colors with a strong tendency to red and pink. Mr. Woodbury was emphatic that the scintillation in this case in no way resembled that of a star. He said that it gave him the feeling that a radioactive source was in operation, although he had no means of backing up this impression. There seemed to be no question but that the light was being given off, rather than being reflected. The light varied in intensity, but at its brightest it was described as brighter than Venus. There was no star or planet due south of the observer at that time, which could account for the position of the object, let alone its brightness and its hovering and direct motion.

With respect to the maneuvers of the object during the five or ten minutes that it was observed in the due south position, Mr. Woodbury stated that it could be seen through branches of a nearby tree, which branches served as a reference framework for judging the motions of the light. In his opinion, and in that of the three other observers, there is no question but that the light did actually move through small arcs in various directions duridng the hovering phase. We are here dealing with the testimony of a man who is used to observing deviations of a few seconds of arc in guidance systems and who is fully aware that there is a difference between illusory motion and real motion.

After five or ten minutes, and Mr. Woodbury is not sure of the time since the excitement was running high and no one was looking at a watch, the object moved to the southeast and upward, "as though directed" and then becoming obscured by trees, all observers moved to the roadway where they could get a better view. It then reached the second stage of hovering, but for a much shorter period and then moved slowly southeastward, losing elevation (losing angular elevation), although Mr. Woodbury pointed out this was probably due to the fact that it was increasing its distance in level flight. The entire incident lasted about twenty or twenty-five minutes, from the time the boys first spotted it until it disappeared in the distance. When moving the most rapidly, it covered about 1° per second of time.

The comments of some of the other observers, and the general circumstances of the sighting, deserve mention. When Mrs. Woodbury went out her first impression was that it was a satellite, but its hovering in essentially one place for five minutes ruled that out, as of course did the nature of the light. Mr. Woodbury remarked at one place that had he been alone, and had he just had a drink, he wouldn't have believed it. As far as getting other witnesses concrned, the neighbors were too far away to call and Mr. Woodbury was too interested in watching the object to try to summon other witnesses. Mr. Woodbury described the manner in which the light changed colors and intensity as that akin to a "color organ" rather than to a light being changed by pushbutton.

To indicate the type of observer Mr. Woodbury is, he reported on his own the condition of the eyes of the various members of his family. Mr. Woodbury does not wear glasses and is extremely farsighted. Likewise his wife is farsighted. For reading Mr. Woodbury needs glasses. Jimmy has good vision, while Arthur is quite nearsighted. Roger, the oldest son, is slightly nearsighted.

Roger, who used 6 x 30 binoculars, reported that the object appeared as though the light originated on the righthand side of the "object" with the bright color diffusing, so to speak, going up into the left where it spread out into a pale color.

All observers reported the plane traveling toward the northwest and the helicopter traveling toward the northeast. With his (Roger's) binoculars he could see the helicopter by virtue of the reflection of its own lights. Both the plane and the helicopter traveled in straight flight.

As to the motion while hovering, it was hard to get at. It was variously described as jogging up and down, at random, and not quite at random but somewhat in a spiral, and generally as wandering. When it began to move, it appeared to travel directly as though going about its business.

In making this report Mr. Woodbury wishes it understood that he is reporting it officially to the Air Force, through me, and he also wishes it understood that he wishes no publicity. He has requested that any information we manage to gather about the possible cause of the sighting would be appreciated. He has not reported this to NICAP or to any other organization, and does not intend to do so.

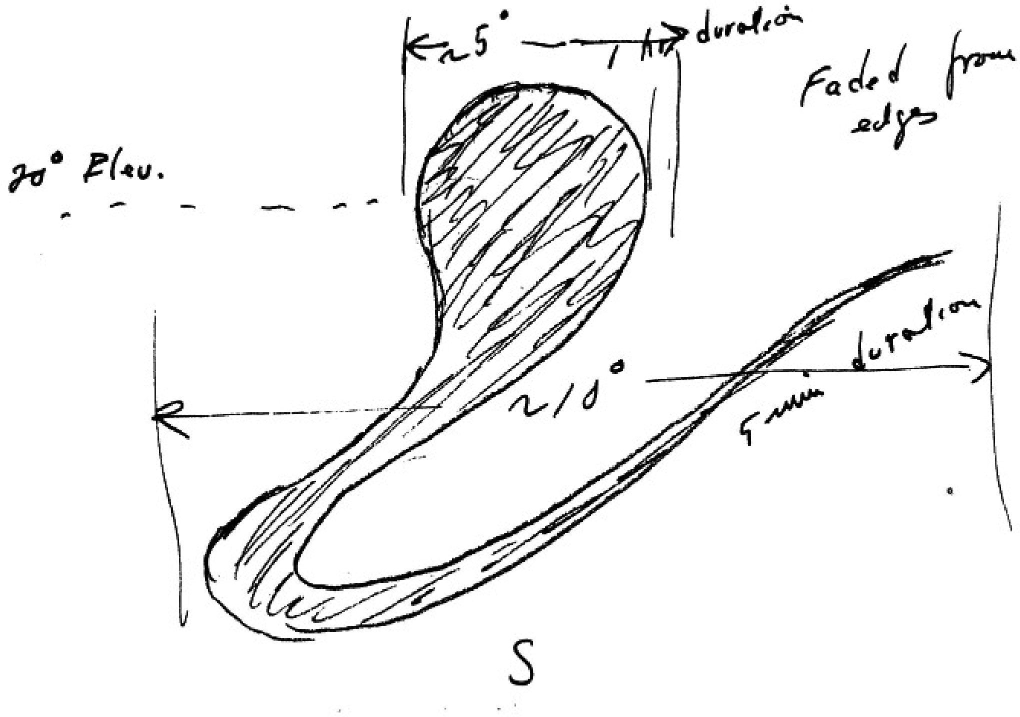
The transcription of the tapes will add further to the general description of the event and in addition, the Woodbury boys have furnished me with completely independent drawings of the manner in which the object moved, especially when hovering.

Sighting No. 2, Evening of January 17th, 1966.

This is the sighting made by Mr. Woodbury on the evening of January 17th, at 5:45 P.M.; sunset was 4:53. Mr. Woodbury was reluctant to make this second report, thinking that perhaps he might really be regarded as having "flipped his lid." But inasmuch as he had never previously had any experience like this, and inasmuch as the two events may conceivably be connected, he felt it wise to mention the matter to me. He has reported the second sighting to no one else.

The second sighting, except for geographical location, position in the sky, and time of day, was quite unlike the first sighting. It can be described in much briefer terms. It was again observed by the same witnesses but the boys, in particular, evinced much less interest in this one than in the first one, since, as Mr. Woodbury put it, they thought of it as a cloud rather than as an unknown object. This time Mr. Woodbury was just four or five minutes from home, driving in his car, and as he turned the right angle into the street leading to his house, his attention was immediately taken by a bright, ruddy, fairly large cloud standing by itself in the southern sky at an elevation of between 20 and 30°. He could easily see it through his windshield, so its angular elevation could not have been very high.

Mr. Woodbury made a drawing on the blackboard, with the appropriately colored chalk incidentally, to indicate how it looked. I reproduce here the cloud with angular dimensions and time duration.



The outstanding things about the cloud were its uniform illumination clear to the edges, although the edges were not distinct, and the large angular diameter of the head and its persistence, and the length of the tail. Now, it was less than one hour after sunset and a large meteor burn-out and its resulting trail could possibly account for this. The color might be accounted for by the sun just setting on the cloud at that height. But at a height of 75 or 100 miles, which is called for, the angular extent of this cloud would lead to prohibitively large linear size. A cloud extending five degrees at a hundred miles up would be about eight miles in diameter, certainly unduly large for a meteoric cloud. A cloud closer by, say ten miles away, would need to be only a half a mile in diameter, which is still large but feasible. The source of its light, however, would be a matter of conjecture. Noctiluscent clouds are about that high, but generally do not have that shape, nor that apparent size. The long tail certainly suggests the trail of a moving object.

If the two incidents of January 14th and 17th are connected, then whatever device was producing the light on January 14th might conceivably have produced the cloud of January 17th. It is obviously of great importance to establish the following facts:

(1) Did any of the local military air fields have a special experiment going on on those two dates? This should be followed up at once and exhaustively, for if it can be shown that these two sightings arose from man-made sources, a powerful case can be made for virtually all of the other similar sightings having the same cause. Because here we have an experienced and highly technically trained man, obviously and sincerely very puzzled by what he saw, and because of the high caliber of the witness, cracking this case is of great importance.

(2) We should know the exact weather conditions at the time of the sighting of January 17th. Were there other clouds in the sky? We know there was no moonlight. What were the winds aloft? This should be determined for the evenings of both sightings.

Since the imput to this case has been exhausted as far as the witnesses are concerned, the next logical step is (a) to check with the local airport, police stations, etc., whether any other witnesses reported these two sightings, and (b) whether there was any special local activity at that time. Checks should certainly be made with Wallops Island and with Cape Kennedy. It is possible that this is a trail resulting from a launching.

Since there was both the helicopter and a commercial plane aloft at the time of the first sighting, it might be helpful to find out whether the local radar had three objects on their screens at that time in that area. Radar tracking of the first object will have no meaning if there is not concomitant record of the radar tracking of the helicopter and commercial plane also.

Both Mr. Woodbury and Dr. Markey have requested that the results of the followup be communicated to them. I am very hopeful that your office will be able to come up with a cleancut and airtight solution to this problem which, because of the manner in which it was witnessed and the manner in which it was reported, make it in more ways than one a potential troublemaker. Good Luck!

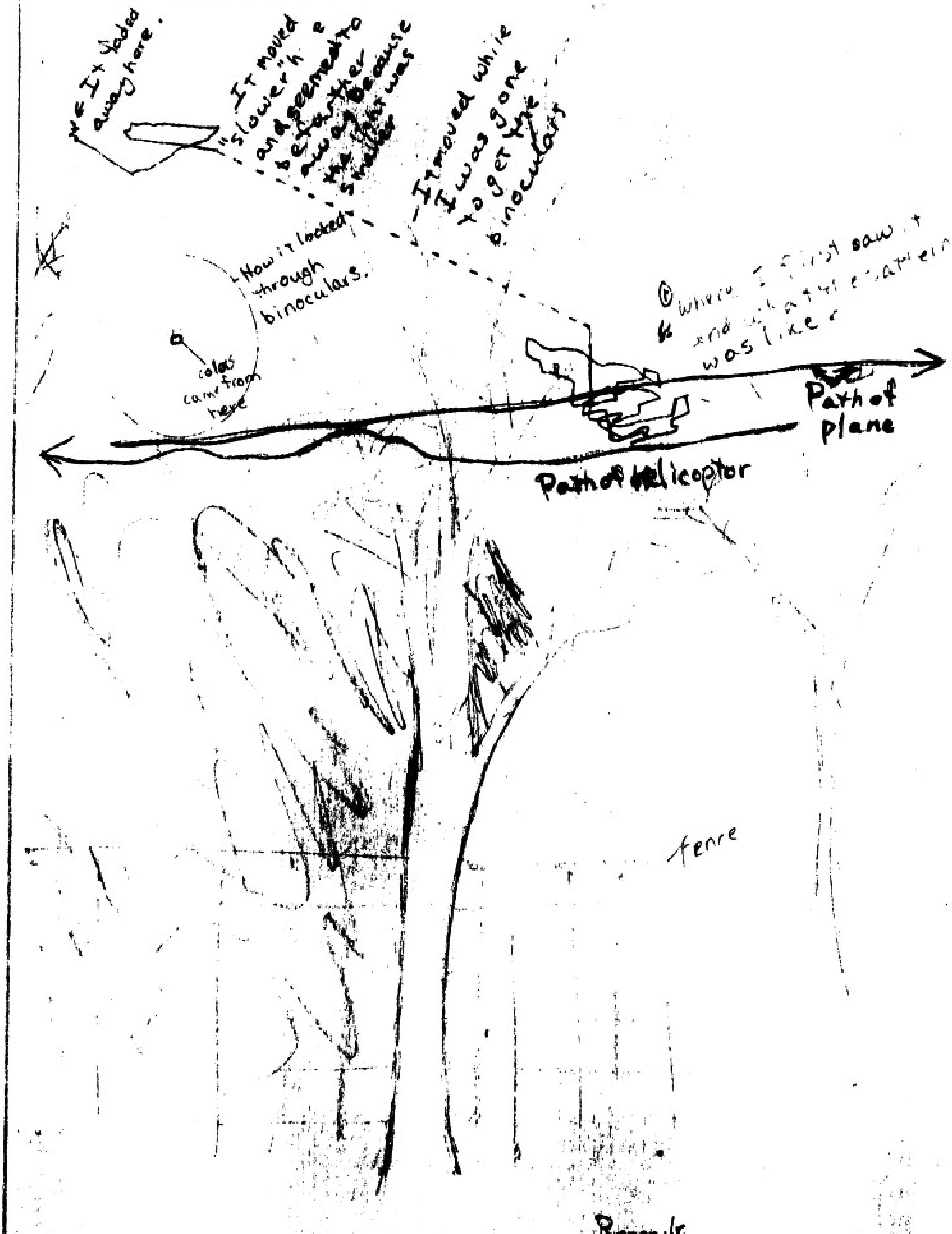
Sincerely yours,

Allen

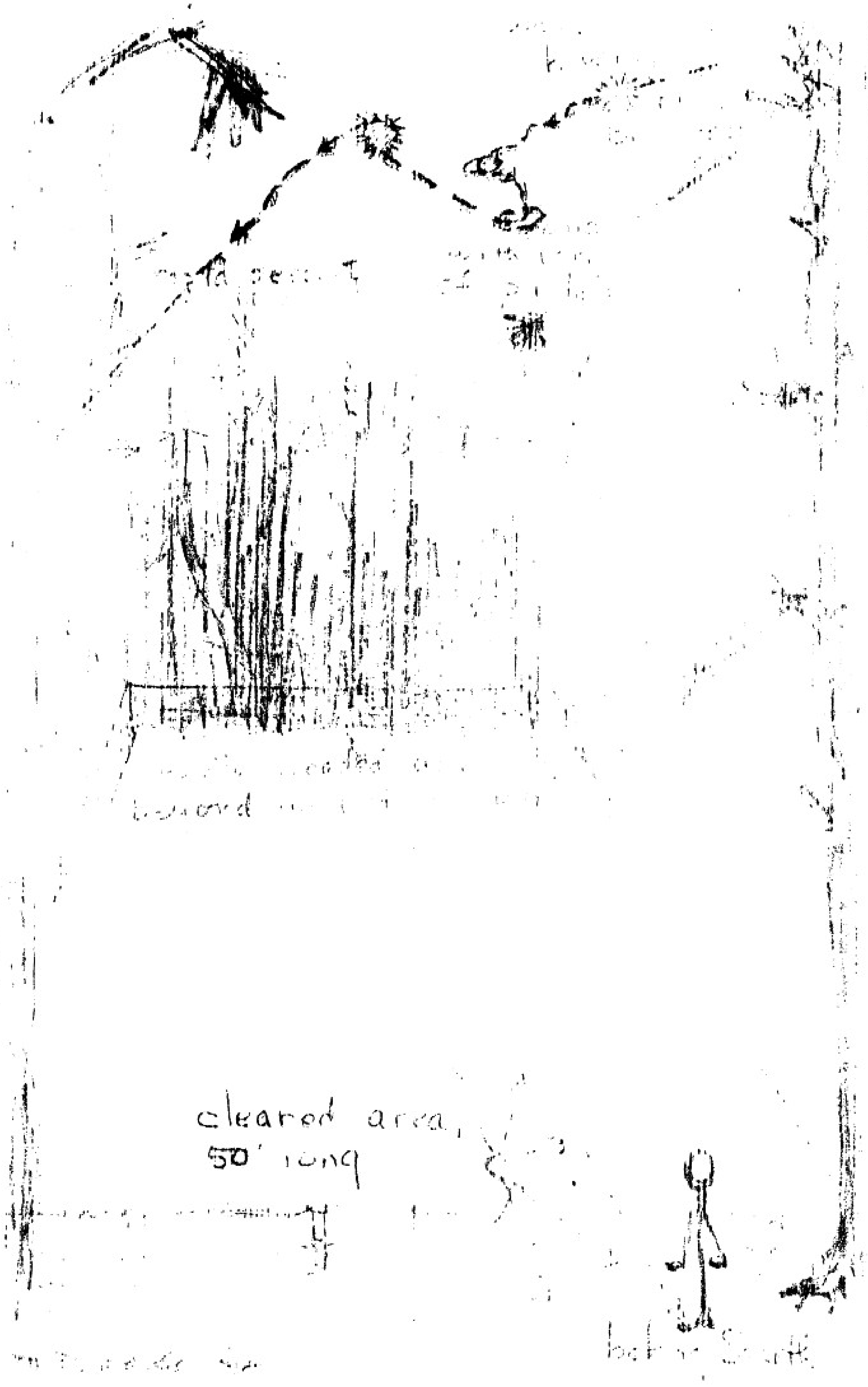
JAH:ar

J. Allen Hynek
Director

Enc.


It faded away here.
It moved "slower" and seemed to be farther away because the light was smaller
It moved while I was gone to get the binoculars.
How it looked through binoculars.
colors came from here
Where I first saw it and what the pattern was like.
Path of plane
Path of helicopter
fence

Roger, Jr.


cleared area,
50' long

[illegible] was [illegible]

moving away
object
starts to change
robot
← words

1-3-66

Major Quintanilla:

The attached is Dr. Hynek's interview with Mr. Roger Woodbury of Weston, Mass. on Mr. Woodbury's sightings of January 14 and 17, 1966.

This is an interview with Roger Woodbury, MIT, January 20, 1966.

On this interesting sighting -- let's go through the thing -- January 14th, 1966, you were -- suppose I say it in my own words and then you can correct. It was 5:55 P.M., you were just coming home to Weston, Massachusetts and -- what rate were you travelling?

Are you speaking of the first event?

Yes, the first event.

Well, the first event -- actually, I was home in the house changing my clothes, when the children sighted the object at 5:55.

And it was Jimmy who sighted it first?

Yes.

And he came in then yelling "There's a flying saucer outside!"

That is, the youngest boy came in -- Arthur.

Did he say -- something I forgot to ask before -- did he say anything about how long he had been watching this thing move?

It couldn't have been more than 3 minutes. They hollered outside when they first saw it. And it wasn't more than 3 minutes later when they came in.

Did he indicate where he saw it when he first saw it?

Later on, when we were watching the object he indicated that it had been at an altitude of about 30° and I would estimate an azimuth of 210°.

Two ten? So -- in the southwest?

That is, yes.

So, the total arc that it covered would have been about what, would you estimate?

Through the two periods of motion?

Yes.

I would imagine approximately 50°.

That is then, as I see it, broken up into two parts.

The first time that he saw it coming in from -- say the southwest -- at about an altitude of 30°, presuably it stopped then when it was due south.

Almost exactly due south, and at an altitude of about 20°.

(A break in the recording.)

From the southwest to due south, from 210 to 180, about 25 or 30 degrees -- something like that, presumably. Did the boys say at all what first attracted their attention to it when it first appeared?

Due to the intensity of it -- and the scintillation of the color. It was very intense. It was quite brighter than a first magnitude star.

Something like Venus which is -- as a matter of fact, they might have seen Venus at that time. It would have been in the southwest -- very low in the southwest.

It was much brighter than Venus; much whiter.

This is the marvelous thing about having a good observer, because then one can both ask intelligent questions and get intelligent answers. Now, why don't you just tell me again -- you got the binoculars from the service drawer --

Going out of the house, I got my small glasses, which are actually 4 x 30, to observe the object. I really didn't believe I was going to see anything. In the meantime, my 15 year old boy, Roger, went back into the house and got the 6 x 30 Bausch and Lomb binoculars. We both observed the object. It appeared as an intense white -- maybe with a slight yellowish tint -- source, probably not a pinpoint source. And this single source was steady in intensity. There were, however, greenish and pinkish tints which appeared to scintillate around the object, very much like a colored flame dancing around a central object.

Would it be anything like a welding arc, or acetylene torch -- any resemblance to that?

Light from a central source. Are you speaking of the color?

(Break in tape.)

I would describe it more as just a very small source in a very hot furace, as a central source, white hot type of flame, and then with this peripheral color dancing around the outside of it, the red and green -- the red bordered on the pink. The other thing we observed looking at the object through some small trees, it was quite evident that there was a wandering motion of the object with respect to the background of the trees, which seemed almost random, up and down and sideways, not at all rapid, but

What was the frequency -- if you could ascribe any sort of frequency of oscillation to its motion, how many cycles per second --

Uh, let me say that it would probably continue one particular direction of motion for approximately two or three seconds. Maybe even longer than that.

There is no reason -- as you said before we started recording this -- that made you feel that the motion was real and not an illusion of the eye, because you had the matrix of the branches ...

That's right.

Well, that certainly establishes that. And you were standing still.

Yes, right.

(Break in tape.)

All right. Then, how long did it stay in that hovering, wandering, meandering position?

Somewhere between 5 and 10 minutes. I didn't actually time it.

That's interesting -- that long? Just before it started to move off to the southeast, did it give any indication that it was going to move, so to speak? By a change of color, intensity, or anything like that?

No, I didn't observe any change in color, intensity -- the object appeared exactly as it had previously.

When we talked about it before, you said something about it was a kind of eerie thing you had not experienced before. In fact, I think you said it was a sort of radioactive kind of thing. Can you go into that a little more?

I don't know why I said that except that the source was extremely intense and it was of a color you would not expect to see generated by artificial means such as a lamp, or any known types of lamp.

How would it compare with a short circuit in an electrical wire, when you have two wires crossing, such as occurs in an ice storm.

There would be some similarity there except for the fluctuations of the color.

The central light was much more steady than you would experience in something like that.

Was the fluctuation also apparent to the unaided eye? What I am trying to get at is that I want to make sure that it is not a function of viewing through the glasses.

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Was the fluctuation also apparent to the unaided eye? What I am trying to get at is that I want to make sure that it is not a function of viewing through the glasses.

You had mentioned that there was an airliner coming from east to west, and a helicopter from west to east. ... This is a good point because there will be many who will say that if you discount the peculiar nature of the lights, how would the motion differ from that of an aircraft?

I don't honestly see how I could call it an aircraft. Besides, I had both the plane and the helicopter for comparison.

(Break in tape.)

Well, then, it hovered for 4 or 5 minutes.

No, it was longer than that. It might have been 10 minutes. That, of course, was an estimate because a lot of excitement was going on.

By the way, did Mrs. W. also come out?

Oh, yes, she saw it, too.

(Break in tape.)

And then when it rose in altitude to 30°, it became partly obscured by trees, at which time we went out into the street to observe it further, and I would say that at this time it was ... we were moving around trying to get a look at it .. It is rather difficult accurately to describe its motion.

The only thing I can say for certain is that after probably another 5 minutes, keeping the azimuth constant but decreasing its altitude as though going away, until it finally disappeared from view. It could have been in level flight which would make it appear to get the lower altitude.

There is only one other item here and that was that, as I mentioned before, the next morning I asked my oldest boy, Roger, to describe his observations to me, and these checked mine entirely, and I also asked him if he could detect any shape in the central white light source. .. I asked Roger how he would describe the intense center of the object in terms of shape, and he said that if it was anything other than a small disc, it appeared to him it might have a slight hourglass shape. And this, actually, collaborated my own impressions. The angle subtended being so small that it appeared something like you were viewing Jupiter -- that was with small glasses and it was very difficult to confirm this, but we did both have the same impresion -- that this very small center source was probably somewhat in the shape of an hourglass.

I think this sort of reviews our previous discussion. I can't think of any salient facts that were left out. ... Let's try to get the angular rates. We haven't gotten that down. When it was moving its fastest -- when you observed it moving toward the southeast, how would you ...

It was going somewhat, I would say, in excess of a degree per second. It is difficult to estimate angles -- something in that quarter of magnitude.

(Break in tape.)

... Did the object disappear while you were watching it? ... Well, that's a good question. Did the object move behind something at any time, particularly a cloud?

No, the object was visible continuously. Except, of course, behind the tree. But, of course ...

...

Did the object move in front of something?

No.

All right. No sound, you said before, and we described the color ... This is a good one, for instance -- hold a matchstick at arm's length and line up the object, in other words, with the match head. I have often tried it -- do you have a good old-fashioned match around here someplace.

...

Actually, you were hard-pressed to tell what the shape of the single white object was because of ...

...

We described the velocity.

Yes.

And you have already told me that you couldn't estimate how far away it was. ... There should be a special form when you are asking for criticism.

Where were you when you saw the object?

Outdoors.

In fairly open countryside, isn't it? It's not really like the city, either, is it?

Well, there are no houses immediately across the street and the houses are spaced about 200 feet apart.

I would say that "open countryside" is more likely there. Were the following used in the observation: binoculars, yes. Well, this 26th is a nice question but I think we have covered that pretty well. What I do frequently when talking to people who are not technically trained is simply to say -- well, now, if you had some magic way of putting something up somewhere in the sky, what would you put up? And you would be surprised how many times it helps, because somebody says "Well, I'd put up a kid's top," or something like that, and it gives you a picture, immediately, far better ...

Have you ever seen this, or a similar object before?

No, I never have.

Was someone else with you?

Yes.

We have your telephone number ..

It's Pembrook (?) 4 - 9205.

Age.

Forty-six.

Now, we have fulfilled our formal obligations. But the conversation (notes on conversation?) are far more important than the form. One thing I always like to ask is: What did you talk about after the thing had disappeared. What were your emotional reactions?

Oh, my wife said maybe it was a satellite. I said how could a satellite possibly go through the motions that this did.

Yes, and that long.

And so we agreed immediately that it was not a satellite. Of course, Arthur, the youngest would like to relate this to some of his TV experiences, but the older boy certainly agrees that there was nothing in his experience that would allow him to account for what he had been looking at.

From what you described that you saw -- I have certainly never seen anything like it. Well, let's go down the line to some intelligent questions. You say it was mostly calm. But was there any prevailing wind direction? Just to rule that out.

I don't recall. There was not enough wind that you would notice it, standing out --

Well, we can check that. I don't see any point to the old idea of the weather balloon -- it couldn't be that because weather balloons carry these little ... about a half-inch. And the satellite is ruled out. Aircraft -- I would tend to think, and you seemed to agree with me -- virtually out.

Well, certainly any aircraft other than a helicopter would be ruled out, and the colors -- flickering green and red are definitely not the colors that are associated with aircraft. As I mentioned earlier, this was between the time the airliner and the helicopter came by so there were entirely different colors. The scintillation was not related to the flashing of an aircraft's lights.

And the jet also?

Yes.

The helicopter which you viewed was mostly ...

Yes, it was just a straight east-west motion, at a fairly nominal altitude. It went by to the south.

Also, of course, one could say if it had been a helicopter up at 30° altitude -- well, if it had been far enough away not to be heard -- and yet at this apparent altitude it would have to ....

The only thing is that any light of that intensity on an aircraft -- first of all, the lights would not be that intense. And, also, one thing that was notable was the constancy of the white light -- the intense white light in the center. There was no fluctuation in this.

That is, the central source was constant.

Yes, that's right.

It didn't give you the impression of giving off sparks?

No, if you had just a white object with gaseous ? (dashes?) of flames dancing around it, -- it was this type of thing.

It was already established that there was no moon. It must have quite a jewel-like effect, then, probably against the clear sky. It was a surprising intensity and then what immediately claimed your attention was the color -- the scintillation of the color. ... Was it much brighter than minus 4 magnitude, and as you know each magnitude ...

Oh, it was much brighter than that. And I would suspect that unless Venus was well out of orbit it Could not have possibly been in the position that I observed.

No, that is out. Well, any star is out, because a star doesn't move from west to east. So, that's out. Satellites are out. Well, I will certainly have the office check most carefully into whether and where anything was going on at that time. And, of course, if it was going on whether it matches. I can't think of anything further to ask here.

I don't recall anything that we have omitted. I just have no explanation at all of what we observed.

Well, this is why when Winston called me he said: "I wouldn't ordinarily call you on something like this, but I know Roger and if he says it was of a type that he couldn't explain, it would be hard to explain." That's what he said. He certainly took it very seriously. .. So, now, the cloud that looks like an umbilicus:

I don't know the proper name of the color. There is an antique reddish-organge that is used. .. it's a dark, well, it's a reddish orange: it's not tangerine, it's more red than that. I know I have a mirror at home that is exactly the same color.

Sort of a burnished copper?

No, this is definitely red. But it appeared that the light was being emitted from the cloud rather than reflecting. I think this was brought on by two things: One is the color was completely uniform throughout the whole cloud or vapor trail, and that when it diminished, it diminished only in intensity without changing the actual spectrum at all.

And the whole thing subtended about 7^{o} (?) you said. ... The head itself -- the main portion that lasted the longest, what would you say the angular extent of that was?

I think I would up my angular estimate on that, because using the bowl of the Big Dipper as a reference, the head itself would be approximately that size, so then that I think would put the rest of it in proportion.

At least ten degrees?

Oh, yes. That vapor trail appearing portion of it extended off into the distance.

You know what would be an interesting thing here would be if you were to write a note for me to the Astronomical Journal, just describing it, making no allegations or connections of any sort, just simply as one would describe in a medical journal a rare tropical disease. I think it might be of great value. I am going to bug you on that and ask you to do that because -- in fact, why don't we -- well, how tired are you now, if we put on a new tape and you describe what happened from the time you turned the corner, etc. -- I can write it up and you won't have to.

-- This was January 17, 1966, at 5:45 P.M. and the sun had set as you mentioned, at 4:53. O.K., now you are driving home -- you take it from there.

I made a right-angle turn from Highland Street on to Pine Street and Weston. As soon as I turned the corner, even with the headlights on, I was struck by the brilliant cloud, or whatever it was, in the southern sky. In fact, I could scarcely keep my eyes on the road for watching it.

How far away from home were you then?

Only about four-tenths of a mile. And so I then drove back into the driveway and went in to get the family out toobserve it. They came out very promptly. My oldest boy was the most interested in it. The younger two couldn't work up much interest in something that resembled a cloud. On close observation the central, nearest portion not only -- let me back up -- the whole object glowed with a bright, reddish organge glow of uniform color. Also, looking toward the larger central portion, as shown in the sketch, there appeared to be a reddish glow in the sky which was rather general in nature and extended up almost as far as the zenith.

By the way, did we say this was hovering about 30° upward? Or did you say?

Well, the object itself -- the central portion -- would be 30° and it appeared that, other than the central portion, was going away, becoming a greater distance off, with the exception of the portion right across the front which seemed to be going right straight across the field of view.

But the lower portion of the drawing is near the horizon as far as I could tell.

You have the impression that the lower portion was closer -- as I remarked before it is possible but I don't think it is -- that this was a meteoric cause of things becoming more and more in your line of sight, and this was way off in the distance and this would have ...

If you had something that was mitt-like (?) or possibly reflected, although it was kind of late for reflection -- it could have come in making a vapor trail and then explode, because this central portion was definitely a big, diffuse, round thing. ...

It actually could explode, they sometimes do, but not in a cloud.

But that would have to be at an altitude higher than where you get a vapor trail associated with it.

In the daytime a bolide can leave a smoke trail that looks something like a contrail, and it is a somewhat curly thing. ...

I have seen some fairly sizable meteors.

(Break in tape.)

Well, the thing that was amazing about this was the uniformity of the color. It was completely uniform, even in the course of time as it faded away, the color did not change. It started out being very intense.

Yes, that intensity. Let's see, how can we describe it -- compare the intensity to?

Well, let's say that at its brightest, when I first saw it, it was approximately the same as a brilliant cloud right at sunset.

Well, that gives me a picture. But even here I am going to ask the Air Force to work on it to see whether an experiment or some such thing was going on at that time.

Even my oldest boy described my feelings exactly when he said it was eerie.

I wish I could see something like that. I never have.

I never have before. These two possibly associated events are the only things like this that I have ever seen. ...

ADDITIONAL INVESTIGATION

29 June 1966

1. Lt. Marley, Project Blue Book, Wright-Patterson AFB, called this date and requested further investigation on balloon launchings to determine if this UFO sighting could have been a balloon. He stated the information could be forwarded either by phone or letter.

2. Investigation revealed that no weather balloons were released by Ellington AFB or the Houston area Weather Bureau on the date in question; however, the Houston Weather Bureau referred me to the Lake Charles, La, Weather Bureau because they thought Lake Charles released high altitude weather balloons about the time in question.

3. Mr. Richards of the Lake Charles Weather Bureau was contacted by phone (318-477-5285) and he stated that their detailed records did not go back any further than April 1966 because they were all forwarded to the National Weather Records Center, Asheville, North Carolina. However, the records that were available did indicate that a weather balloon was released at approximately 0500 hours, 6 February 1966. He described this balloon as a large weather balloon and stated that its diameter was approximately 5 feet at the time of release. Although his records did not contain any information on surface or high altitude winds, they did indicate that there was a strong surface wind at the time of release and the balloon attained a maximum altitude of 13,514 meters (44,596 feet) before it burst. Mr. Richards suggested I contact the National Weather Records Center to secure additional detailed information on this launching. Mr. Richards stated that balloons of this size usually have a constant rate of ascent of approximately 1,000 feet per minute and that winds have very little effect on the rate of climb.

4. Mr. Haggard, Director of the National Weather Records Center, Asheville, N. C., was contacted by phone (253-0427) and was requested to forward to me, by letter, all information that his Center has on the release of the balloon in question. Mr. Haggard stated he would see that this was accomplished as soon as possible.

5. Observations made from a map indicate that the UFO sighting location is approximately 42 nautical miles from Lake Charles, La, on an azimuth of 245°.

LAURENCE R. LEACH, JR., Major, USAF

ADDITIONAL INVESTIGATION

6 July 1966

Attached Adiabatic chart received from U. S. Weather Bureau this date. The local weather officer, Major Paul T. Ulrich, was contacted to interpret the information for me. The following information was received from him:

"Assuming the balloon's ascension rate was 1000 feet per minute, the adiabatic chart indicates the balloon had the following flight path during the duration of flight indicated:

MINUTES	DIRECTION OF FLIGHT	ESTIMATED GROUND SPEED	ESTIMATED ALTITUDE
1	290°	3 NMPH	1000 ft
2	320°	13 NMPH	2000 ft
3	010°	12 NMPH	3000 ft
4	030°	12 NMPH	4000 ft
5	070°	23 NMPH	5000 ft "

CONCLUSION:

The above information eliminates the possibility that the balloon was in the area of the UFO sighting by Mr. Gulley. Since there apparently were no other local balloons released at this time, it appears that this possibility must be eliminated.

LAURENCE R. LEACH, JR., Major, USAF

DEPARTMENT OF THE AIR FORCE
DATA PROCESSING DIVISION, ETAC (MAC)
ASHEVILLE, NORTH CAROLINA 28801

REPLY TO
ATTN OF: ETAC/DPD/Crist/218

21 July 1966

SUBJECT: Weather Data for Weston Area

TO: Foreign Technology Division/TDETR

1. Reference: Your letter addressed to U. S. Weather Bureau, dated 11 July 66, UFO Observations, 14-17 January 1966, Weston, Massachusetts.

2. Your letter has been handed to this Division for action, since part of our mission is to furnish weather and climatological support to Air Force and Army organizations or their contractors.

3. No weather observations are available for Weston, Massachusetts, however, we are forwarding data for the nearest regular reporting stations as follows:

a. Surface weather observations (WBAN-10 Forms) for Boston Weather Bureau Airport Station and L. G. Hanscom Field including data for the 1500-2000 hours local time on 14 and 17 January 1966.

b. Upper air observations (WBAN 31 ABC Forms, Adiabatic Charts) from Nantucket, Massachusetts for flights within the same date/times.

4. Future requirements of this nature and other climatological support will be expeditiously furnished if you will contact the Environmental Technical Applications Center, USAF, Building 159, Stop 128, Navy Yard Annex, Washington, D. C. 20333. In extreme emergencies we may be contacted directly by telephone, Area Code 704 254-0961, Extension 201.

CW Martinusen

C W MARTINUSEN, JR, 1st Lt, USAF
Administrative Officer

Atch
a/s above

Pending

TDETR

UFO Observation, 14 - 17 January 1966, Weston, Massachusetts

JUL 11 1966

U.S. Weather Bureau

This office is in receipt of an unidentified flying object report for 14 and 17 January 1966. We would appreciate your office forwarding Weston, Massachusetts weather data for the period 1900 - 2000 hours, EST on 14 and 17 January 1966, in order that a firm evaluation may be made on this sighting.

ERIC T. de JONCKHEERE, Colonel, USAF
Deputy for Technology and Subsystems

COORDINATION
ORIGINATOR: H. Quintanilla Jr DATED 11 Jul 66
TDETR MAJ H QUINTANILLA, JR

Fred C. Van Dam DATED 11 July 66
TDET

TDETR OFFICIAL FILE CY

U.S. DEPARTMENT OF COMMERCE
ENVIRONMENTAL SCIENCE SERVICES ADMINISTRATION
ENVIRONMENTAL DATA SERVICE
NATIONAL WEATHER RECORDS CENTER
ASHEVILLE, NORTH CAROLINA 28801

June 30, 1966

AIRMAIL

IN REPLY REFER TO: DF111141 (1471)

Ellington Air Force Base
2578 Air Base Squadron
Houston, Texas

Reference: Your telephone call
June 29, 1966

Attn: Major Leach

Enclosed are copies of the weather records listed below:

WBAN-31A, B & C, Adiabatic Charts - Lake Charles, La.
February 6, 1966 (0515 Local Time)

These data are furnished without charge.

The Data Processing Division of the Environmental Technical Applications Center, Air Weather Service, is collocated with the National Weather Records Center and is the usual channel for providing climatological weather information to military users. The Chief of the Data Processing Division is cognizant of this request, and has suggested that we advise you of the normal channel for information in the event you have future requests for past weather data.

Sincerely yours,

William H. Haggard

William H. Haggard
Acting Director

Enclosures

WPB031

NNNNTE 9ZCCYA297

RR RUCDSQ 6620 42Z

DE RUECYG 0164 05215 5

ZNR UUUUU

R 211905Z

FM ETAC NAVYD ANNEX WASHDC

TO RUCDSQ/FTD WPAFB

BT

UNCLAS

CCN-56

1-5ETW

FR PWA 0036 FEB 66.

PER TDETW, AREA A. INTERPOLATED WINDS FOR BOSTON FOR 1200Z, 14 JAN 66 FOLLOW. NEAREST RAWINSONDES ARE AT NANTUCKET, MASS AND PORTLAND, ME. PIBAL TO 22,000 FEET WAS AVAILABLE FOR BOSTON AT 1800Z.D

HT (FT)	WND (KTS)	HT (FT)	WND (KTS)
5000	310/30	25,000	280/65
6000	300/30	30,000	280/70
7000	300/35	35,000	270/65
8000	300/35	40,000	270/65

PAGE TWO RUECYG 0164 UNCLAS

9,000	290/30	45,000	270/60
10,000	280/35	50,000	270/55
12,000	270/40	53,000	270/45
14,000	270/45	60,000	280/35
16,000	260/50	67,000	280/30
18,000	260/55	70,000	290/25
20,000	260/60	75,000S	290/20
23,000	270/65		

BT

SURFACE WEATHER OBSERVATIONS

Tinney Jan 14 1966

R	1557	1-⊕	12	099	32	21	29	15	981	/307 1048	(310) JJM
✓	1632	1500/-⊕	12		35	19	31	13	984	/PRESRR	(320) JJM
R	1651	1500/-⊕	12	108	34	19	31	12	984		(320) JJM
	[illegible]	1500/-⊕	12		33	18	31	11	986		(310) JJM
✓	1854	1500/-⊕	12		32	15	30	11	988		(320) JJM
R	1857	1500/-⊕	10	125	31	18	30	09	989		(310) JJM
✓	1955	1500/-⊕	10		32	18	30	09	989		(320) JJM
R	1957	1500⊕/-⊕	10	126	32	17	31	09	989		(320) JJM
	[illegible]	1500/-⊕	10		31	16	31	11	990		(320) JJM
R	2057	1-⊕	10	125	30	17	31	08	990		(310) JJM
✓	2154	1-⊕	10		29	17	30	11	990		(310) JJM
R	2158	1500/-⊕	10	129	29	17	28	10	990	/105 1041	(310) JJM
✓	2252	1-⊕	10		29	17	28	10	991		(310) JJM
✓	2335	1-⊕	12		28	17	28	13	992		(290) JJM
R	2357	1-⊕	12	136	28	17	28	11	992		(300) JJM

SURFACE WEATHER OBSERVATIONS

Friday Jan 14 1966

CLOUDS AND OBSCURING PHENOMENA

56	29.852	29	21	18	
56	29.822		23	15	
56	29.813	32	29	12	
56	29.812	33	30	09	
56	29.795	32	31	09	6
56	29.778	32	31	5	7
56	29.780	32	31	36	8
56	29.78	32	31	36	10
57	29.790	32	31	34	8
56	29.813	34	29	34	4
	29	33	28		
57	29.863	31	29	31	7
57	29.870	32	29	33	7
57	29.883	30	26	18	7
58	29.889	29	26	00	9
57	29.913	26	25	25	2

SYNOPTIC OBSERVATIONS

STATION PRESSURE COMPUTATIONS

SUMMARY OF DAY (MIDNIGHT TO MIDNIGHT)

30	26	.01	.9	1	21	NW	1056	3	5	115

REMARKS, NOTES AND MISCELLANEOUS PHENOMENA

TOTAL SUNSHINE 8.8

PERCENT OF POSSIBLE SUNSHINE 94

FASTEST OBSERVED 1 MINUTE WIND SPEED

MI. FASTEST MILE 18

DIRECTION NW

TIME 1216E

EXCESSIVE PRECIPITATION

14R ...15582

...1620E,

24

1966 36 26 28

*S.L. ...

WBAN FORM 10B (REV. 1-65)

U.S. GOVERNMENT PRINTING OFFICE

SURFACE WEATHER OBSERVATIONS

ALA JAN 17, 1966

	✓	0055	○	15+									(LANDING [illegible])	JTH
(6H)	R	0056	○	15+		041	11	[illegible]	31	15	G24	964		(3[illegible]) JTH
		(509 [illegible] 740[illegible] [illegible]											[illegible])	JTH
	✓	0155	○	15+			(11)		31	14	G25	961		JTH
	R	0157	○	15+		041	11	[illegible]	31	15	G24	961		JTH
	✓	0255	○	15+			(13)		31	14	G25	963		JTH
	R	0257	○	15+			13	10	31	14	G23	962		JTH
	✓	0355	40 ⊕	15+			(13)		29	15		963		JTH
	R	0357	40 ⊕	15+		041	13	1	29	15	G24	964	/ [illegible]	JTH
	✓	0455	40 ⊕	15+			(14)		29	15		961		JTH
	R	0458	40 ⊕	15+		045	14	2	31	15		962		JTH
	✓	0555	40 ⊕	15+			(14)		31	14	G27	962		JTH
	R	0558	○	15+		046	15	6	31	14	G25	963		JTH
	✓	0655	○	15+			(16)		31	16	G25	963		JTH
(6H)	R	0658	○	15+		050	16	7	30	17	G27	963	/ FEW AC [illegible]	JTH
		(509 13007 74022 [illegible]				10	30		[illegible]				41102 [illegible])	
	✓	0755	○	15+			(16)		30	15	G24	963		JTH
	R	0756	○	15+		041	17	8	31	14		963		JJM
	✓	0855	○	15+			(19)		31	12		963		JJM
	R	0856	○	15+		050	21	7	31	12	G24	967		JJM
	✓	0955	○	15+			(23)		32	[illegible]	G26	967		JJM
	R	0956	○	15+		041	25	1	31	20	G30	966	/ [illegible]	JJM
	✓	1055	○	15+			(27)		32	20	G28	967		JJM
	R	1056	○	15+		054	28	11	31	24	G35	965		JJM
	✓	1155	○	15+			31	16	31	19	G30	965		JJM
	R	1156	○	15+		056	31	17	31	[illegible]		961		JJM
	✓	1255	100 ⊕	15+									(PARTLY [illegible])	JJM
(6H)	R	1256	100 ⊕	15+		051	33	18	31	16		961		JJM
		(509 13019 74052 [illegible] [illegible] 88109 43310 [illegible])												JJM
	✓	1355	100 ⊕	15+			(35)		31	15		965		JJM
	R	1356	100 ⊕	15+		057	34	19	31	15		961		JJM
	✓	1455	100 ⊕	15+			35	19	32	16		969		JJM
	R	1456	100 ⊕	15+		058	35	20	32	12		969		JJM
	✓	1555	100 ⊕	15+			35	20	31	11		970	/ ([illegible]) 412 [illegible]	JJM
	R	1553	E65 ⊕	15+		064	35	19	32	14		971		JJM
	✓	1655	M65 ⊕	15+			35	19	32	12		972		JML
	R	1657	M65 ⊕	15+		07[illegible]	34	19	32	12		973		JML
	✓	1755	M65 ⊕	15+			33	18	32	15	G22	974		JML
	R	1758	M65 ⊕	15+		0[illegible]6	32	18	31	14	G25	974		JML
	✓	1830	65 ⊕	15+			31	15	32	17	G25	975		JML
(6H)	R	1857	65 ⊕	15+		04[illegible]	30	18	[illegible]	15	G26	975		JML
	—	(509 [illegible]				243	20		[illegible]				[illegible])	JML
	✓	1955	65 ⊕	15+			29	18	31	15	G25	976		JML
	R	1956	65 ⊕	15+		052	29	15	32	13	G24	976		JML
	✓	2055	65 ⊕	15+			28	17	32	15	G27	976		JML
	R	2056	70 ⊕	15+		059	28	17	31	18	G26	977		JML
	✓	2155	70 ⊕	15+			27	17	31	13	G24	977		JML
	R	2158	○	15+		085	27	17	30	16	G22	977	/ 20[illegible] 1500	JML
	✓	2255	○	15+			26	16	31	15	G19	978		JML
	R	2257	○	15+		092	26	17	30	14	G20	978		JML
	✓	2355	○	15+			26	16	30	15	G21	978	(CHECKED BY JTH)	JML
	R	2358	○	15+		096	27	17	30	16		978	/ FEW SC	JTH

SURFACE WEATHER OBSERVATIONS

STATION MASS BOSTON MASS. WBO

STATION PRESSURE COMPUTATIONS

TIME	0056	0655	1256	1355
ATT. THERM.				
OBSVD. BAR.	1003	1002.3	1001.0	1002.5
TOTAL CORR.	0	0	0	0
STA. PRESS.	29.620	29.645	29.650	29.730
BAROGRAPH	29.640	29.665	29.665	29.750
BAR. CORR.	-.020	-.020	-.015	-.020

SUMMARY OF DAY (MIDNIGHT TO MIDNIGHT)

36	10	0	0	1	33	NW	1045	1	1	19.4

REMARKS, NOTES AND MISCELLANEOUS PHENOMENA

TOTAL SUNSHINE 9.0 — PERCENT OF POSSIBLE SUNSHINE 75 — CHARACTER OF SUNRISE CLR — CHARACTER OF SUNSET CLR

FASTEST MILE 27 — DIRECTION NW — TIME 0942E

EXCESSIVE PRECIPITATION

45 1623-39

HOURLY TMPS 1350 ROOF TMPS USED 1340E RSNPN

OBSVN NOTAM 1116 ... THERMOMETER TEMP FIELD SITE ... HOURLY FIELD SITE TMPS, NOT SINCE 1020 ROOF TMPS USED.

38

1355E ... Max 34 Min — MIB 26

+.021 IN.

14702

URFACE WEATHER OBSERVATI S

WB FORM 444

14702

SURFACE WEATHER OBSERVATIONS

L.G. HAWS [illegible] FLD
STATION BEDFORD MASS
MONTH JAN

[illegible]

VV [illegible] DRZL [illegible]

[illegible] AND DRZL [illegible] FRESH

[illegible] WND DRZL [illegible] 29 [illegible] /224 [illegible]

[illegible] FRESH [illegible]

178 [illegible] NW FRESH

NNE FRESH

[illegible] TIME

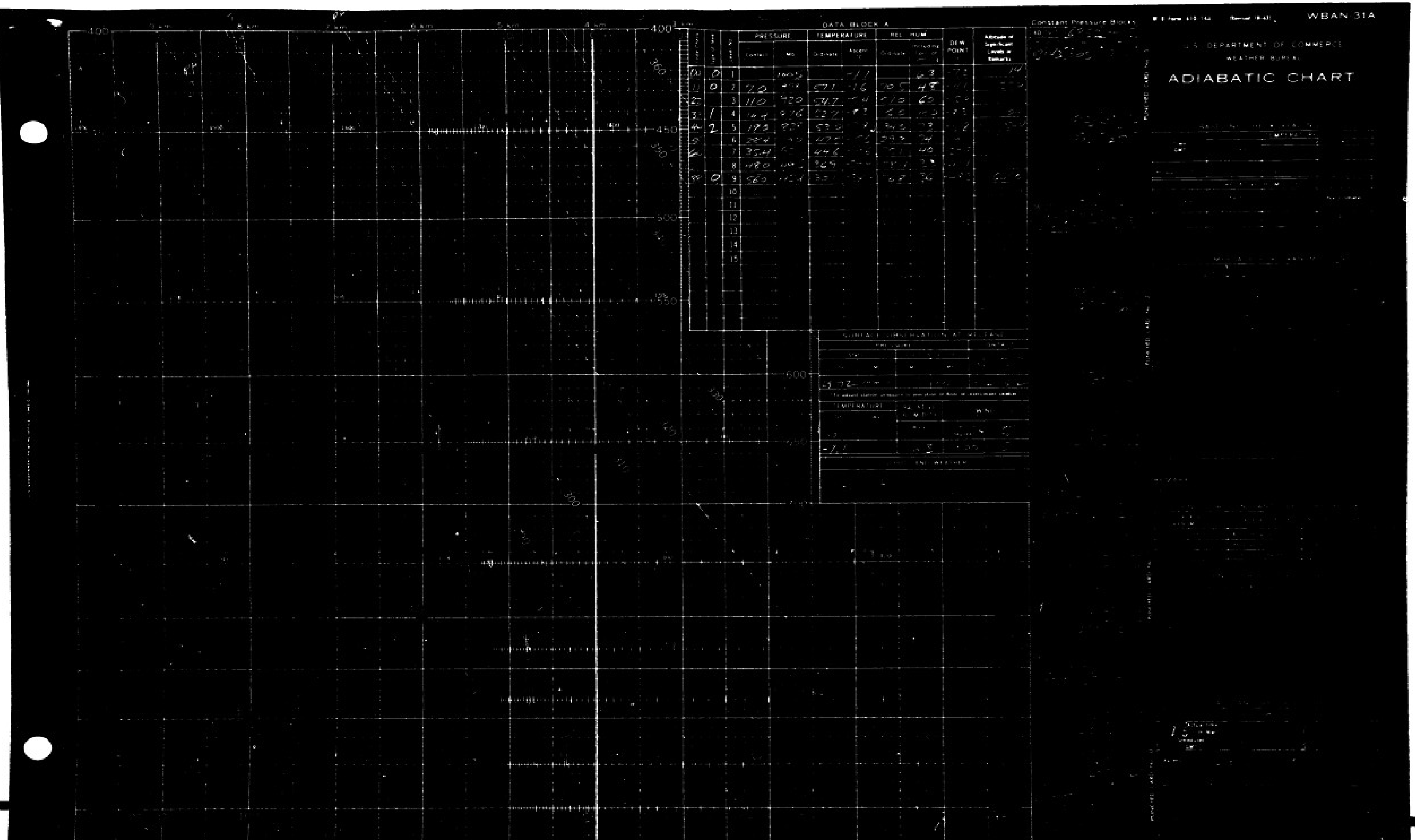
[illegible] HOUR BY ONE

FORM 444

WBAN 31A

U.S. DEPARTMENT OF COMMERCE
WEATHER BUREAU

ADIABATIC CHART



DATA BLOCK A

			PRESSURE		TEMPERATURE		REL. HUM.		DEW POINT	Altitude of Significant Levels in Remarks
			Contact	Mb.	Ordinate	Ascent	Ordinate	Including		
00	0	1		1003		-11		63	[illegible]	14
11	0	2	72	[illegible]	571	-16	705	48	[illegible]	[illegible]
25		3	110	920	547	[illegible]	[illegible]	60	[illegible]	
3	1	4	144	916	527	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
4	2	5	179	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
5		6	284	[illegible]	[illegible]	[illegible]	[illegible]	34	[illegible]	
6		7	354	[illegible]	446	[illegible]	[illegible]	40	[illegible]	
		8	480	[illegible]	364	[illegible]	[illegible]	[illegible]	[illegible]	
8	0	9	560	[illegible]	[illegible]	[illegible]	62	36	[illegible]	[illegible]
		10								
		11								
		12								
		13								
		14								
		15								

Constant Pressure Blocks

SURFACE OBSERVATION AT RELEASE

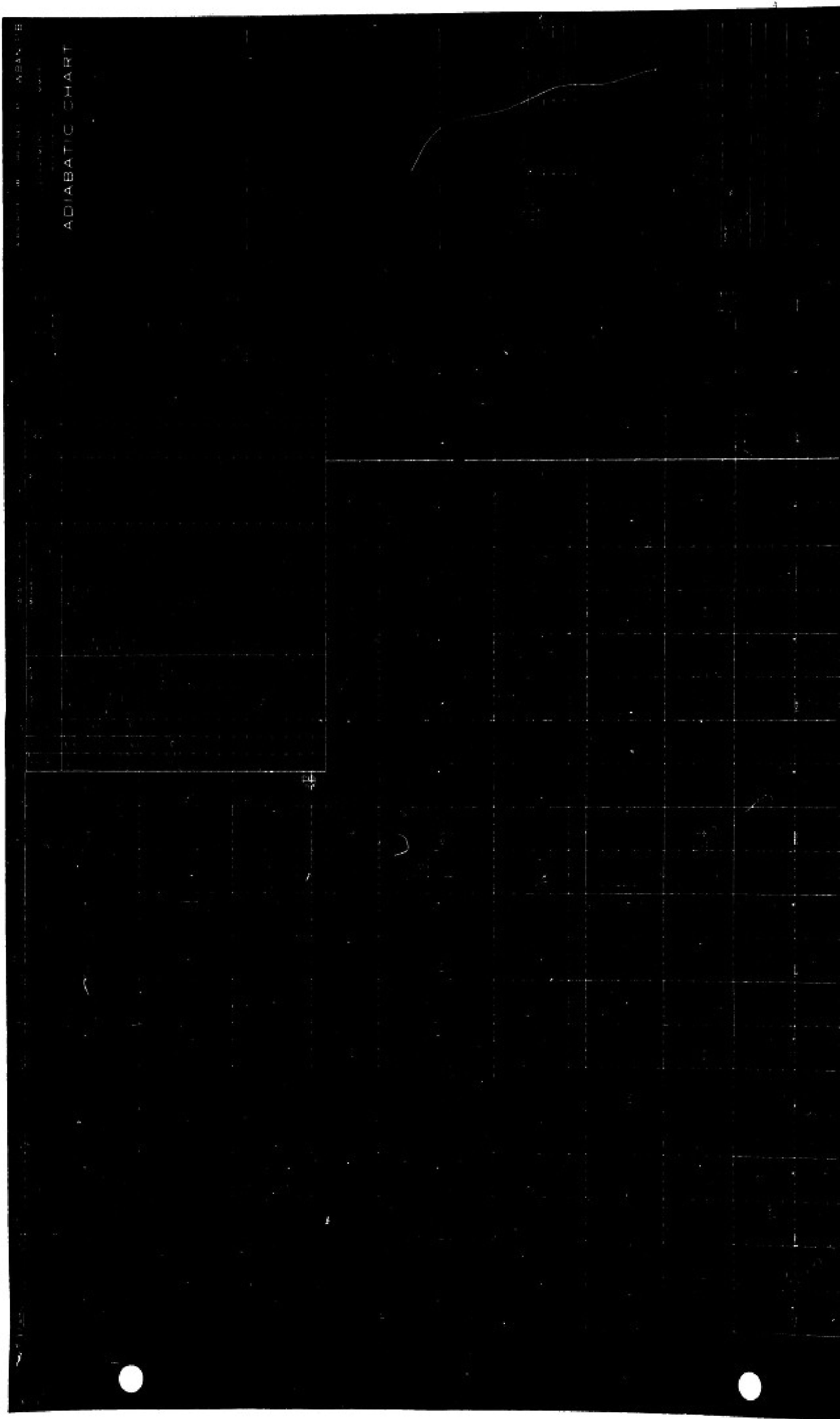
PRESSURE

TEMPERATURE

RELATIVE HUMIDITY

WIND

PRESENT WEATHER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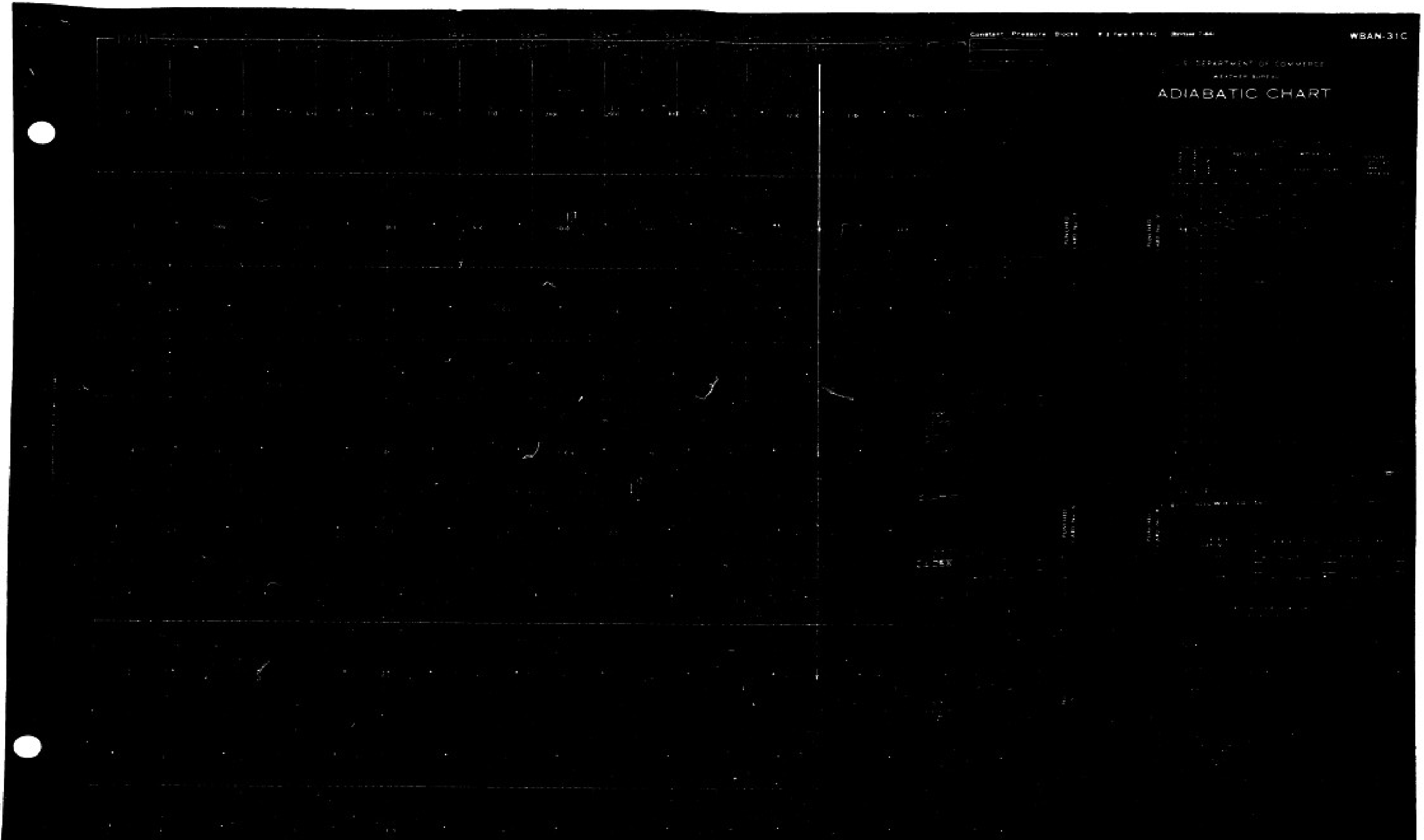
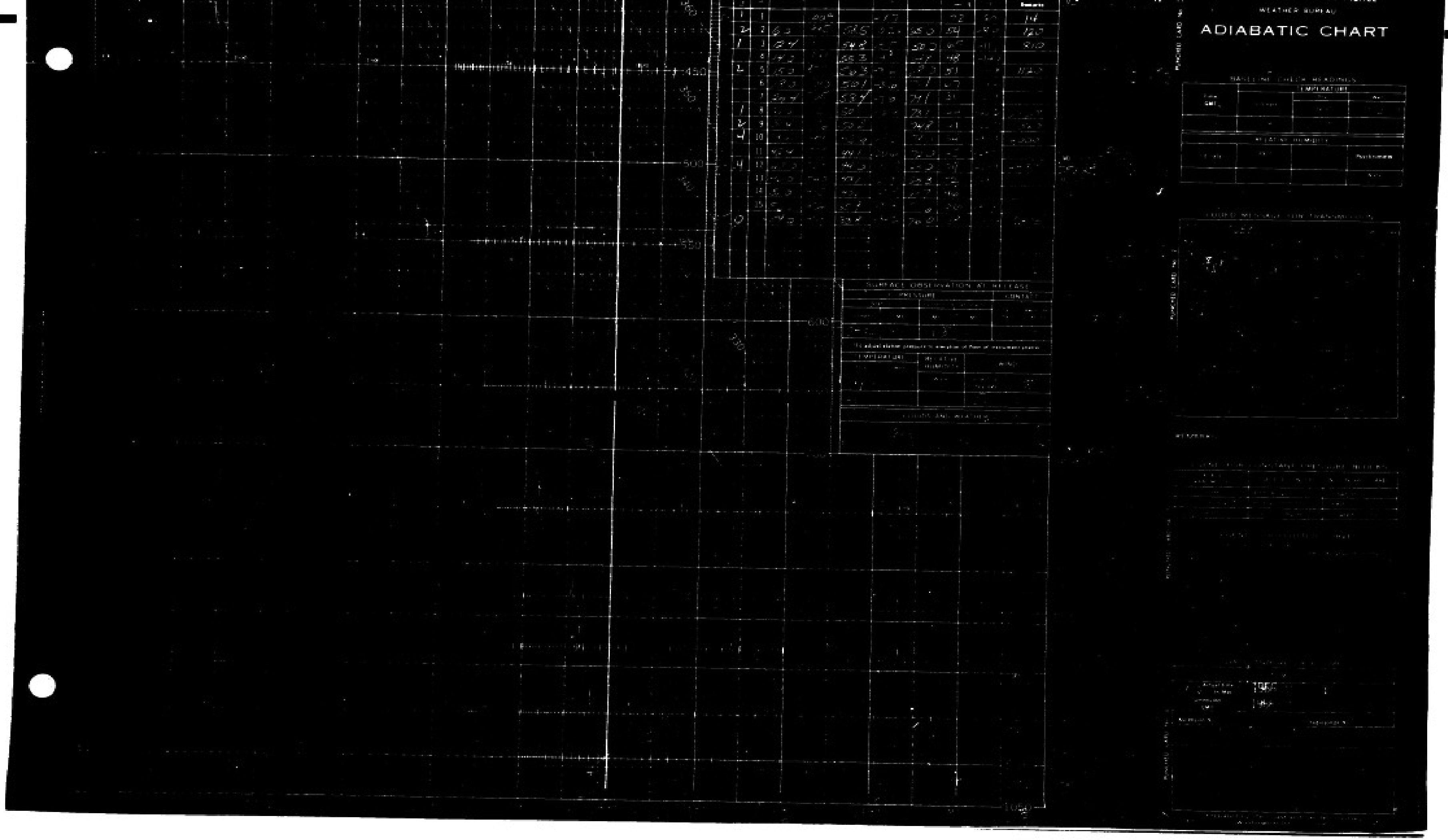
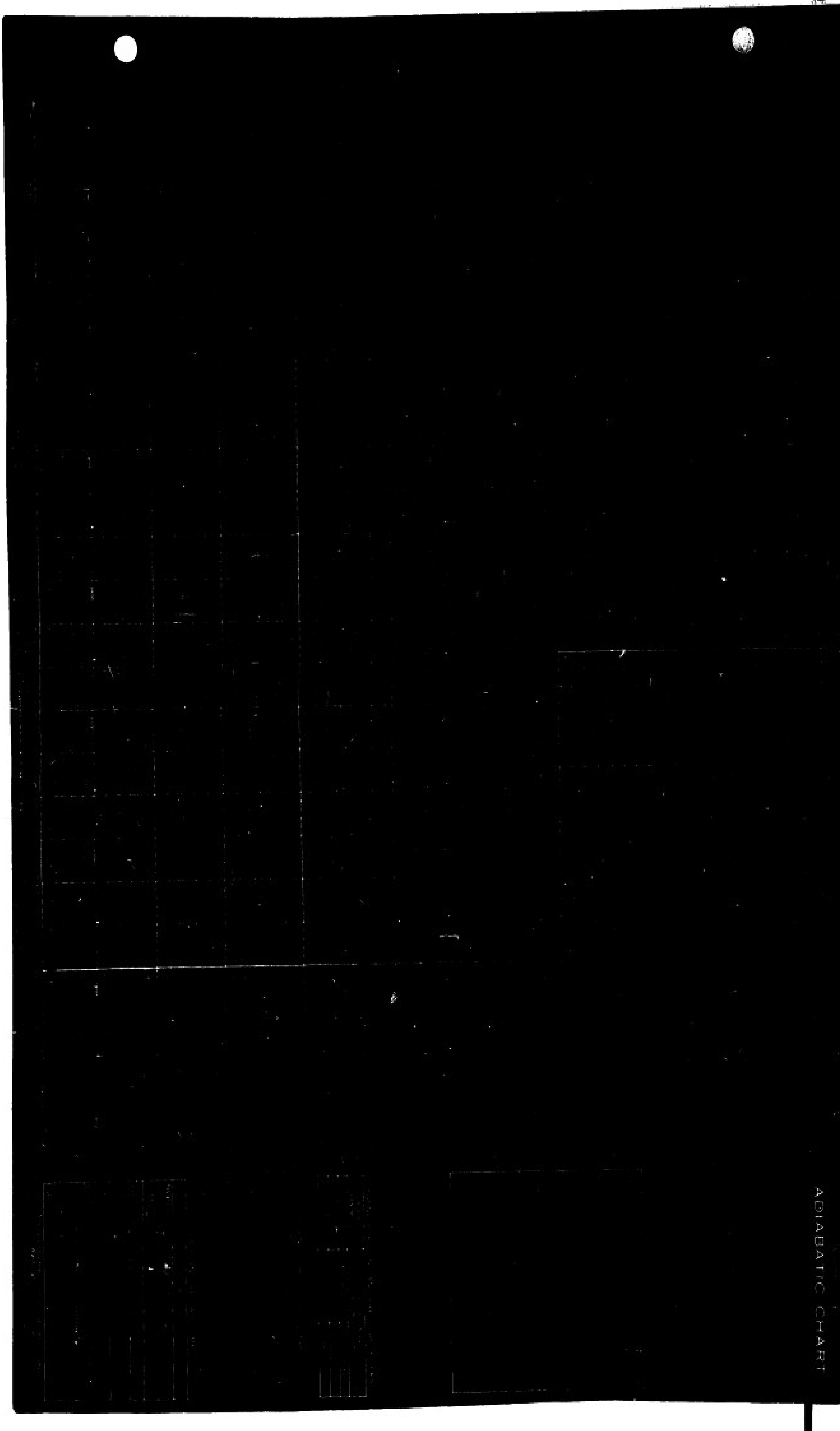


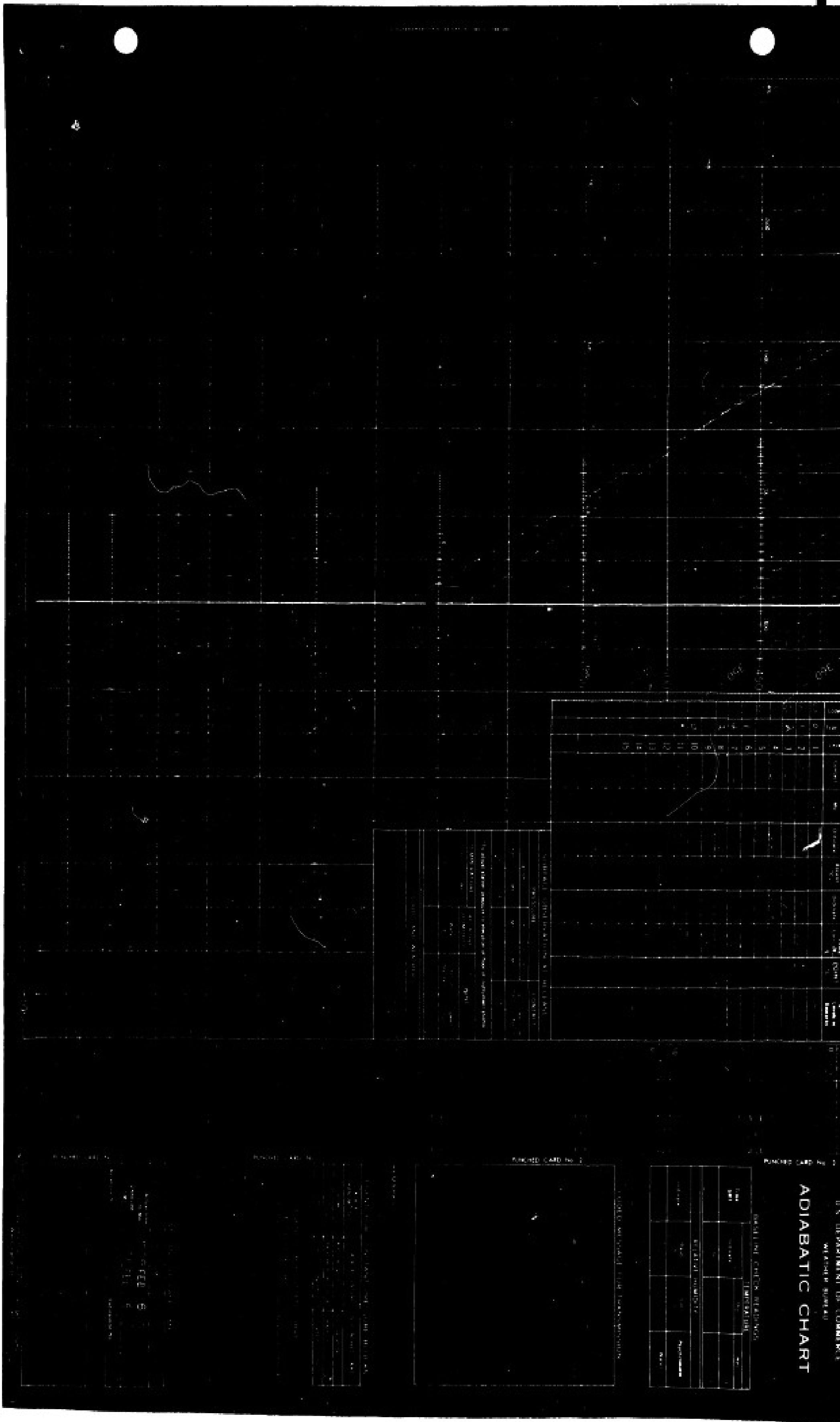
U.S. DEPARTMENT OF COMMERCE
WEATHER BUREAU

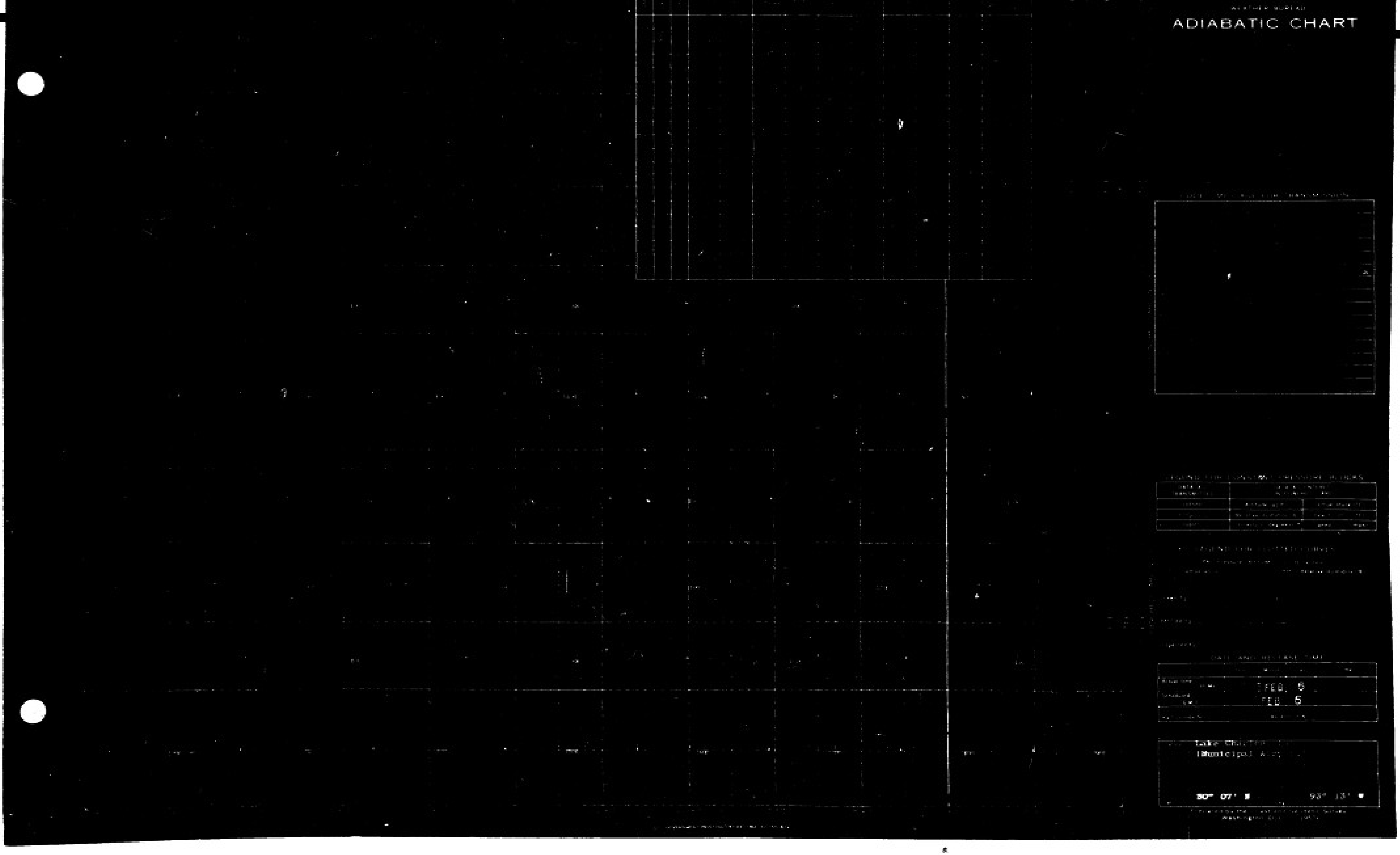
ADIABATIC CHART


WEATHER BUREAU
ADIABATIC CHART
BASELINE CHECK READINGS
TEMPERATURE
RELATIVE HUMIDITY
SURFACE OBSERVATION AT RELEASE
PRESSURE
TEMPERATURE
RELATIVE HUMIDITY
WIND
CLOUDS AND WEATHER
REMARKS
PUNCHED CARD No.
450
500
550
600
1050


ADIABATIC CHART

No. 5
PUNCHED CARD No. 6
PUNCHED CARD No. 7
PUNCHED CARD No. 8
PUNCHED CARD No. 9
ADIABATIC CHART


U.S. DEPARTMENT OF COMMERCE
WEATHER BUREAU
ADIABATIC CHART
PUNCHED CARD No. 2
PUNCHED CARD No. 1
BASELINE CHECK READINGS
TEMPERATURE
RELATIVE HUMIDITY



WEATHER BUREAU

ADIABATIC CHART

FEB. 5

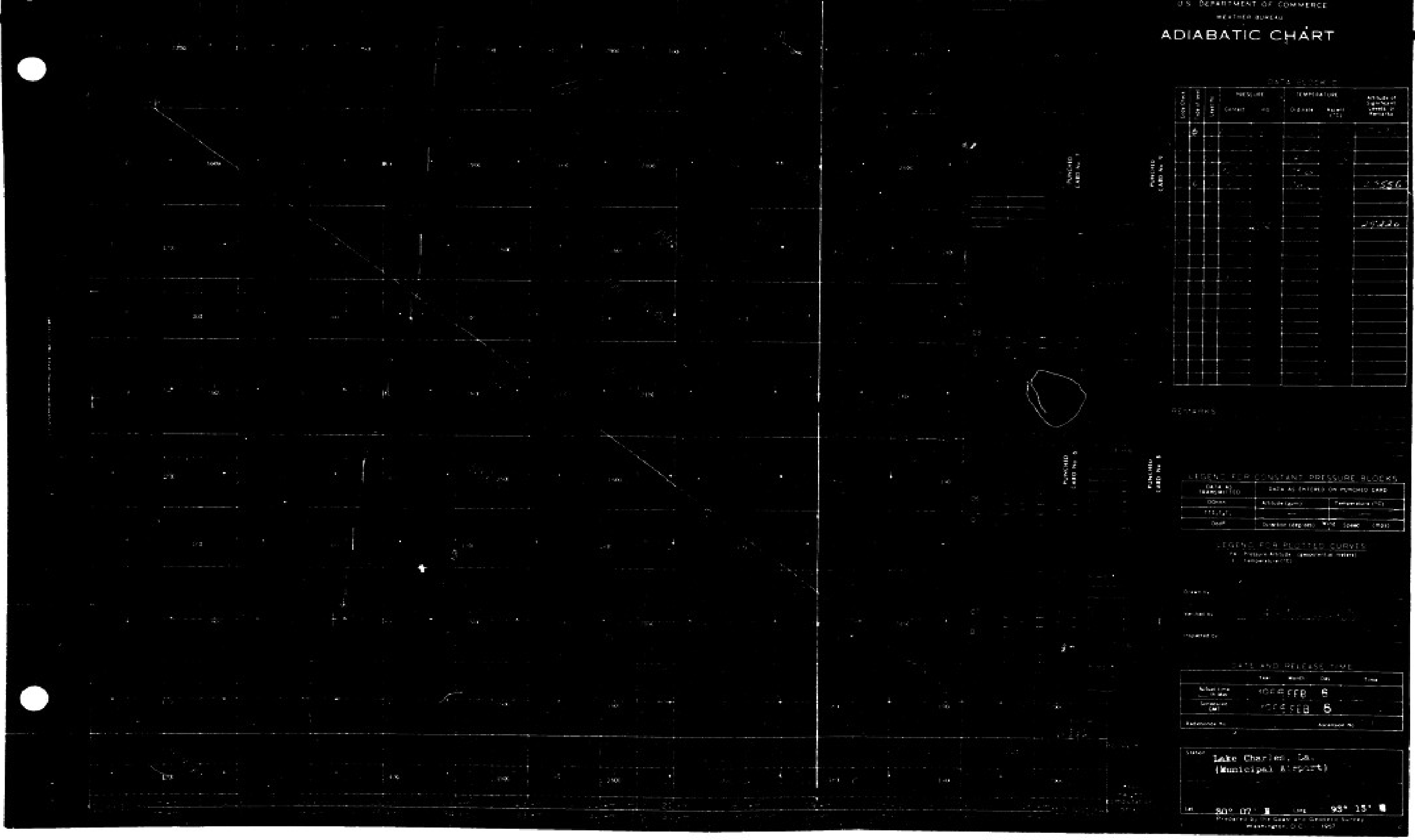
FEB 5

Lake Charles

Municipal A

30° 07' N

93° 13' W



U.S. DEPARTMENT OF COMMERCE
WEATHER BUREAU

ADIABATIC CHART

DATA BLOCK

Levels			PRESSURE		TEMPERATURE		Altitude of Significant Levels or Remarks
			Contact	mb	Ordinate	Value (°C)	
							2356
							2446

REMARKS

PUNCHED CARD No. 5

PUNCHED CARD No. 6

PUNCHED CARD No. 7

PUNCHED CARD No. 8

LEGEND FOR CONSTANT PRESSURE BLOCKS

Data as Illustrated	Data as entered on punched card	
[illegible]	Altitude (gpm)	Temperature (°C)
[illegible]	—	—
[illegible]	Direction (degrees) Wind	Speed (mps)

LEGEND FOR PLOTTED CURVES

Drawn by

Verified by

Inspected by

DATE AND RELEASE TIME

	Year	Month	Day	Time
Actual time of release	[illegible]	FEB	6	
Greenwich (GMT)	[illegible]	FEB	6	
Radiosonde No.		Aerograph No.		

Station Lake Charles, La.
(Municipal Airport)

Lat. 30° 07' N Long. 93° 13' W

Prepared by the Coast and Geodetic Survey
Washington, D.C. 1957

PROJECT 10073 RECORD

1. DATE - TIME GROUP
4 May 66 04/0340Z

2. LOCATION
Charleston, W. Va. (Jet Route # 6) (Multiple)

3. SOURCE
Civilian

10. CONCLUSION
Aircraft (Landing Lights)

4. NUMBER OF OBJECTS
One

5. LENGTH OF OBSERVATION
3 - 4 minutes

11. BRIEF SUMMARY AND ANALYSIS
Airplane crew reported observing unidentified object which was above plane and descending at about a twenty degree angle. Object painted on radar for several minutes. Additional aircraft crew saw object which appeared to them as an airplane, at some distance 6 - 8 miles, who turned on his landing lights. Object did not appear on 2nd airplane's radar.

6. TYPE OF OBSERVATION
Air Visual

7. COURSE
NE

8. PHOTOS
☐ Yes
☒ No

9. PHYSICAL EVIDENCE
☐ Yes
☒ No

FO
FTD SEP [illegible] -329 (TDE) Previous editions of this form may be used.

May 6, 1966

Dear Sirs;

This is an account of what transpired on the morning of May 4, 1966.

I was the radar controller at the Charleston, W.VA. high altitude sector in the Indianapolis Air Route Traffic Control Center.

At approximately 3:40 A.M. a Braniff 543 called me on frequency and asked if I had any traffic for his flight at eight-thirty to nine-o'clock his position. I looked on the radar scope and saw a fast moving target to the left of Braniff 543 at the advised position. I advised that I did have a target and it was no known traffic. I told 543 to stand-by while I checked with my low-altitude sector to see if they had anyone. He advised that would not be necessary because the object was above him and descending at about a twenty degree angle. Braniff 543 was at 33,000 ft.

Braniff 543 called again and stated the object was not an aircraft, was fast moving and very bright and was now in a sharp left turn.

At this time I also observed the target turning at a high rate of speed.

American 90 then came on the frequency and asked Braniff 543 if he had his landing lights on. 543 advised that he did not. American 70 was twenty miles behind Braniff and at 37,000 ft. (I assume American 90 also had this bright object in sight.)

For confirmation I asked Braniff 543 if the object was fast moving and never quite got to his nine o'clock position. Braniff 543 replied in the affirmative and stated that the object didn't look like any aircraft and was very bright in color.

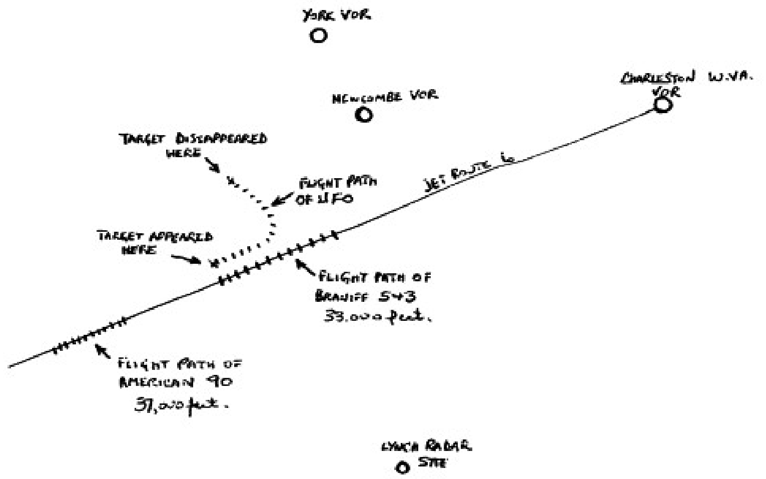
I would estimate the object was traveling at about 750 to 800 miles an hour. The object was parallel to the Braniff for about ten miles and then made a turn of about 110 degrees to the left. The target faded about five miles after rolling out of the turn.

Braniff 543 was later asked by Washington Center by Indianapolis Centers request what color the object was. Braniff said it was a brilliant white changing to blue.

Sincerely,

Note: Diagrams enclosed.

Dale E. Bricker


YORK VOR
NEWCOMBE VOR
CHARLESTON W.VA. VOR
TARGET DISAPPEARED HERE
FLIGHT PATH OF UFO
JET ROUTE 6
TARGET APPEARED HERE
FLIGHT PATH OF BRANIFF 543 33,000 feet.
FLIGHT PATH OF AMERICAN 90 37,000 feet.
LYNCH RADAR SITE

Dale E Bricken
5679 Maplewood Dr.
Indianapolis, Ind

Project Bluebook
TDEW/UFO
Wright - Patterson A.F.B.
Dayton.
Ohio 45433

U.S. AIR FORCE TECHNICAL INFORMATION

This questionnaire has been prepared so that you can give the U.S. Air Force as much information as possible concerning the unidentified aerial phenomenon that you have observed. Please try to answer as many questions as you possibly can. The information that you give will be used for research purposes. Your name will not be used in connection with any statements, conclusions, or publications without your permission. We request this personal information so that if it is deemed necessary, we may contact you for further details.

1. When did you see the object?

4 (Day) MAY (Month) 66 (Year)

2. Time of day: 03 (Hour) 40 (Minutes)

(Circle One): [✓ A.M.] or P.M.

3. Time Zone:

(Circle One): [✓ a. Eastern] b. Central c. Mountain d. Pacific e. Other ____________

(Circle One): a. Daylight Saving [✓ b. Standard]

4. Where were you when you saw the object?

____________ (Nearest Postal Address) Charleston (City or Town) W. Va (State or County)

5. How long was object in sight? (Total Duration) 3 or 4 minutes (Hours Minutes Seconds)

a. Certain   c. Not very sure

b. Fairly certain   d. Just a guess

5.1 How was time in sight determined? ____________

5.2 Was object in sight continuously? Yes ✓ No ____

6. What was the condition of the sky?

DAY: a. Bright b. Cloudy

[✓ NIGHT]: [✓ a. Bright] b. Cloudy

7. IF you saw the object during DAYLIGHT, where was the SUN located as you looked at the object?

(Circle One): a. In front of you b. In back of you c. To your right d. To your left e. Overhead f. Don't remember

FTD FORM OCT 62 164   This form supersedes FTD 164, Jul 61, which is obsolete.

8. IF you saw the object at NIGHT, what did you notice concerning the STARS and MOON?

8.1 STARS *(Circle One)*:

- a. None
- b. A few
- c. Many
- d. Don't remember

8.2 MOON *(Circle One)*:

- a. Bright moonlight
- b. Dull moonlight
- c. No moonlight – pitch dark
- d. Don't remember

9. What were the weather conditions at the time you saw the object?

CLOUDS *(Circle One)*:

- a. Clear sky
- b. Hazy
- c. Scattered clouds
- d. Thick or heavy clouds

WEATHER *(Circle One)*:

- a. Dry
- b. Fog, mist, or light rain
- c. Moderate or heavy rain
- d. Snow
- e. Don't remember

10. The object appeared: *(Circle One)*:

- a. Solid
- b. Transparent
- c. Vapor
- [✓ d. As a light]
- e. Don't remember

11. If it appeared as a light, was it brighter than the brightest stars? *(Circle One)*:

- a. Brighter
- b. Dimmer
- c. About the same
- d. Don't know

11.1 Compare brightness to some common object: landing lights of airplane

12. The edges of the object were:

(Circle One):

- a. Fuzzy or blurred
- b. Like a bright star
- c. Sharply outlined
- d. Don't remember
- e. Other ____________

13. Did the object:

	(Circle One for each question)		
a. Appear to stand still at any time?	Yes	No	Don't know
b. Suddenly speed up and rush away at any time?	Yes	No	Don't know
c. Break up into parts or explode?	Yes	No	Don't know
d. Give off smoke?	Yes	No	Don't know
e. Change brightness?	Yes	No	Don't know
f. Change shape?	Yes	No	Don't know
g. Flash or flicker?	Yes	No	Don't know
h. Disappear and reappear?	Yes	No	Don't know

14. Did the object disappear while you were watching it? If so, how?

15. Did the object move behind something at any time, particularly a cloud?

(Circle One): Yes No Don't Know. IF you answered YES, then tell what it moved behind: ____________________

16. Did the object move in front of something at any time, particularly a cloud?

(Circle One): Yes No Don't Know. IF you answered YES, then tell what in front of: ____________________

17. Tell in a few words the following things about the object:

a. Sound ____________________

b. Color ____________________

18. We wish to know the angular size. Hold a match stick at arm's length in line with a known object and note how much of the object is covered by the head of the match. If you had performed this experiment at the time of the sighting, how much of the object would have been covered by the match head?

19. Draw a picture that will show the shape of the object or objects. Label and include in your sketch any details of the object that you saw such as wings, protrusions, etc., and especially exhaust trails or vapor trails. Place an arrow beside the drawing to show the direction the object was moving.

20. Do you think you can estimate the speed of the object?

(Circle One) Yes No

IF you answered YES, then what speed would you estimate? ____________

21. Do you think you can estimate how far away from you the object was?

(Circle One) Yes No

IF you answered YES, then how far away would you say it was? ____________

22. Where were you located when you saw the object? *(Circle One)*:

- a. Inside a building
- b. In a car
- c. Outdoors
- d. In an airplane (type)
- e. At sea
- f. Other ____________

23. Were you *(Circle One)*

- a. In the business section of a city?
- b. In the residential section of a city?
- c. In open countryside?
- d. Near an airfield?
- e. Flying over a city?
- f. Flying over open country?
- g. Other ____________

24. IF you were MOVING IN AN AUTOMOBILE or other vehicle at the time, then complete the following questions:

24.1 What direction were you moving? *(Circle One)*

- a. North
- b. Northeast
- c. East
- d. Southeast
- e. South
- f. Southwest
- g. West
- h. Northwest

24.2 How fast were you moving? ____________ miles per hour.

24.3 Did you stop at any time while you were looking at the object?

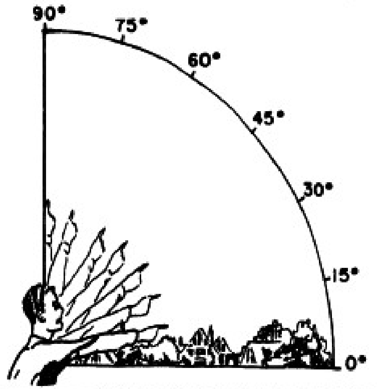
(Circle One) Yes No

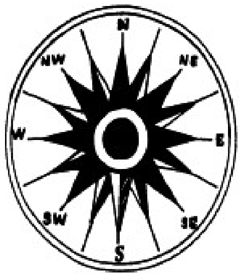
25. Did you observe the object through any of the following?

a. Eyeglasses	Yes	No	e. Binoculars	Yes	No
b. Sun glasses	Yes	No	f. Telescope	Yes	No
c. Windshield	Yes	No	g. Theodolite	Yes	No
d. Window glass	Yes	No	h. Other ____________		

26. In order that you can give as clear a picture as possible of what you saw, describe in your own words a common object or objects which, when placed up in the sky, would give the same appearance as the object which you saw.

27. In the following sketch, imagine that you are at the point shown. Place an "A" on the curved line to show how high the object was above the horizon (skyline) when you *first* saw it. Place a "B" on the same curved line to show how high the object was above the horizon (skyline) when you *last* saw it. Place an "A" on the compass when you *first* saw it. Place a "B" on the compass where you *last* saw the object.





28. Draw a picture that will show the motion that the object or objects made. Place an "A" at the beginning of the path, a "B" at the end of the path, and show any changes in direction during the course.

29. IF there was MORE THAN ONE object, then how many were there? ____________________
Draw a picture of how they were arranged, and put an arrow to show the direction that they were traveling.

30. Have you ever seen this, or a similar object before. If so give date or dates and location.

31. Was anyone else with you at the time you saw the object? *(Circle One)* Yes No

31.1 IF you answered YES, did they see the object too? *(Circle One)* Yes No

31.2 Please list their names and addresses:

32. Please give the following information about yourself;

NAME L. H. Winstead (Last Name) ______ (First Name) ______ (Middle Name)

ADDRESS 13800 Tahiti Way (Street) Venice (City) ______ (Zone) Cal (State)

TELEPHONE NUMBER 823-3038 AGE 47 SEX M

Indicate any additional information about yourself, including any special experience, which might be pertinent.

airline pilot for 25 yrs.

33. When and to whom did you report that you had seen the object?

______ (Day) ______ (Month) ______ (Year)

34. Date you completed this questionnaire: 30 June 66
Day Month Year

35. Information which you feel pertinent and which is not adequately covered in the specific points of the questionnaire or a narrative explanation of your sighting.

Dear Major:

I did not place any significance to the incident, and to me it only appeared to be an airplane at some distance, say 6 or 8 miles who turned on his landing lights. and kept them on for 3 or 4 minutes, then turned them off.

I asked the radar operator if he had a target at my 9 or 10 oclock position, he replied that he did not have, and I said "well theres one there alright". I had no idea, he was going to turn in a UFO report. I thought nothing further of it. I presumed it was the airforce refueling. I have noticed that they turn on lights for long periods of time when I have been informed, that air refueling operation were in progress.

I still think it was just, an airplane with he's landing light on.

Respectfully
L Hollinston
Capt. American Airlines

PROJECT 10073 RECORD

1. DATE - TIME GROUP 4 May 66 04/0840Z	**2. LOCATION** Charleston, W. Va. (Jet Route # 6) (Multiple)
3. SOURCE Civilian	**10. CONCLUSION** Aircraft (Landing Lights)
4. NUMBER OF OBJECTS One	
5. LENGTH OF OBSERVATION 3 - 4 minutes	**11. BRIEF SUMMARY AND ANALYSIS** Airplane crew reported observing unidentified object which was above plane and descending at about a twenty degree angle. Object painted on radar for several minutes. Additional aircraft crew saw object which appeared to them as an airplane, at some distance 6 - 8 miles, who turned on his landing lights. Object did not appear on 2nd airplane's radar.
6. TYPE OF OBSERVATION Air Visual	
7. COURSE NE	
8. PHOTOS ☐ Yes ☐ No	
9. PHYSICAL EVIDENCE ☐ Yes ☒ No	

FO[illegible]
FTD SEP [illegible]-329 (TDE) Previous editions of this form may be used.

May 6, 1966

Dear Sirs:

This is an account of what transpired on the morning of May 4, 1966.

I was the radar controller at the Charleston, W.VA. high altitude sector in the Indianapolis Air Route Traffic Control Center.

At approximately 3:40 A.M. a Braniff 543 called me on frequency and asked if I had any traffic for his flight at eight-thirty to nine-o'clock his position. I looked on the radar scope and saw a fast moving target to the left of Braniff 543 at the advised position. I advised that I did have a target and it was no known traffic. I told 543 to stand-by while I checked with my low-altitude sector to see if they had anyone. He advised that would not be necessary because the object was above him and descending at about a twenty degree angle. Braniff 543 was at 33,000 ft.

Braniff 543 called again and stated the object was not an aircraft, was fast moving and very bright and was now in a sharp left turn.

At this time I also observed the target turning at a high rate of speed.

American 90 then came on the frequency and asked Braniff 543 if he had his landing lights on. 543 advised that he did not. American 90 was twenty miles behind Braniff and at 37,000 ft. (I assume American 90 also had this bright object in sight.)

For confirmation I asked Braniff 543 if the object was fast moving and never quite got to his nine o'clock position. Braniff 543 replied in the affirmative and stated that the object didn't look like an aircraft and was very bright in color.

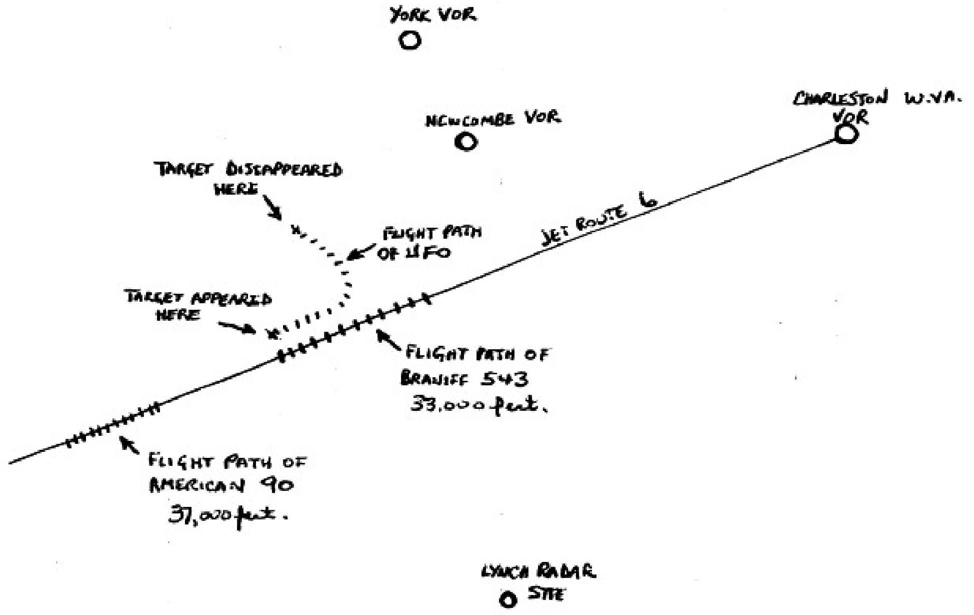
I would estimate the object was traveling at about 750 to 800 miles an hour. The object was parallel to the Braniff for about ten miles and then made a turn of about 110 degrees to the left. The target faded about five miles after rolling out of the turn.

Braniff 543 was later asked by Washington Center by Indianapolis Centers request what color the object was. Braniff said it was a brilliant white changing to blue.

Sincerely,

Note: Diagram enclosed.

Dale E. Bricker


YORK VOR
NEWCOMBE VOR
CHARLESTON W.VA. VOR
TARGET DISAPPEARED HERE
FLIGHT PATH OF UFO
JET ROUTE 6
TARGET APPEARED HERE
FLIGHT PATH OF BRANIFF 543 33,000 feet.
FLIGHT PATH OF AMERICAN 90 37,000 feet.
LYNCH RADAR SITE

Dale E. Bricken
5679 Maplewood Dr.
Indianapolis, Ind

Project Bluebook
TDEW/UFO
Wright - Patterson A.F.B.
Dayton,
Ohio 45433

U.S. AIR FORCE TECHNICAL INFORMATION

This questionnaire has been prepared so that you can give the U.S. Air Force as much information as possible concerning the unidentified aerial phenomenon that you have observed. Please try to answer as many questions as you possibly can. The information that you give will be used for research purposes. Your name will *not* be used in connection with any statements, conclusions, or publications without your permission. We request this personal information so that if it is deemed necessary, we may contact you for further details.

1. When did you see the object?

4 (Day) MAY (Month) 66 (Year)

2. Time of day: 03 (Hour) 40 (Minutes)

(Circle One): [✓ A.M.] or P.M.

3. Time Zone:

(Circle One):
- a. [✓ Eastern]
- b. Central
- c. Mountain
- d. Pacific
- e. Other ____

(Circle One):
- a. Daylight Saving
- b. [✓ Standard]

4. Where were you when you saw the object?

____ (Nearest Postal Address) Charleston (City or Town) W. Va. (State or County)

5. How long was object in sight? (Total Duration) 3 or 4 minutes (Hours / Minutes / Seconds)

- a. Certain
- b. Fairly certain
- c. Not very sure
- d. Just a guess

5.1 How was time in sight determined? ____

5.2 Was object in sight continuously? Yes ✓ No ____

6. What was the condition of the sky?

DAY
- a. Bright
- b. Cloudy

[✓ NIGHT]
- a. [✓ Bright]
- b. Cloudy

7. IF you saw the object during DAYLIGHT, where was the SUN located as you looked at the object?

(Circle One):
- a. In front of you
- b. In back of you
- c. To your right
- d. To your left
- e. Overhead
- f. Don't remember

FORM FTD OCT 62 164 This form supersedes FTD 164, Jul 61, which is obsolete.

8. IF you saw the object at NIGHT, what did you notice concerning the STARS and MOON?

8.1 STARS *(Circle One)*:

- a. None
- b. A few
- c. Many
- d. Don't remember

8.2 MOON *(Circle One)*:

- a. Bright moonlight
- b. Dull moonlight
- c. No moonlight – pitch dark
- d. Don't remember

9. What were the weather conditions at the time you saw the object?

CLOUDS *(Circle One)*:

- a. Clear sky
- b. Hazy
- c. Scattered clouds
- d. Thick or heavy clouds

WEATHER *(Circle One)*:

- a. Dry
- b. Fog, mist, or light rain
- c. Moderate or heavy rain
- d. Snow
- e. Don't remember

10. The object appeared: *(Circle One)*:

- a. Solid
- b. Transparent
- c. Vapor
- [✓ d. As a light]
- e. Don't remember

11. If it appeared as a light, was it brighter than the brightest stars? *(Circle One)*:

- a. Brighter
- b. Dimmer
- c. About the same
- d. Don't know

11.1 Compare brightness to some common object: landing lights of airplane

12. The edges of the object were:

(Circle One):

- a. Fuzzy or blurred
- b. Like a bright star
- c. Sharply outlined
- d. Don't remember
- e. Other ______________________

13. Did the object: *(Circle One for each question)*

a. Appear to stand still at any time?	Yes	No	Don't know
b. Suddenly speed up and rush away at any time?	Yes	No	Don't know
c. Break up into parts or explode?	Yes	No	Don't know
d. Give off smoke?	Yes	No	Don't know
e. Change brightness?	Yes	No	Don't know
f. Change shape?	Yes	No	Don't know
g. Flash or flicker?	Yes	No	Don't know
h. Disappear and reappear?	Yes	No	Don't know

14. Did the object disappear while you were watching it? If so, how?

15. Did the object move behind something at any time, particularly a cloud?

(Circle One): Yes No Don't Know. IF you answered YES, then tell what it moved behind: ____________________

____

16. Did the object move in front of something at any time, particularly a cloud?

(Circle One): Yes No Don't Know. IF you answered YES, then tell what in front of: ____________________

____

17. Tell in a few words the following things about the object:

a. Sound ____________________

b. Color ____________________

18. We wish to know the angular size. Hold a match stick at arm's length in line with a known object and note how much of the object is covered by the head of the match. If you had performed this experiment at the time of the sighting, how much of the object would have been covered by the match head?

19. Draw a picture that will show the shape of the object or objects. Label and include in your sketch any details of the object that you saw such as wings, protrusions, etc., and especially exhaust trails or vapor trails. Place an arrow beside the drawing to show the direction the object was moving.

20. Do you think you can estimate the speed of the object?

(Circle One) Yes No

IF you answered YES, then what speed would you estimate? ______

21. Do you think you can estimate how far away from you the object was?

(Circle One) Yes No

IF you answered YES, then how far away would you say it was? ______

22. Where were you located when you saw the object? *(Circle One)*:

a. Inside a building
b. In a car
c. Outdoors
d. In an airplane (type)
e. At sea
f. Other ______

23. Were you *(Circle One)*

a. In the business section of a city?
b. In the residential section of a city?
c. In open countryside?
d. Near an airfield?
e. Flying over a city?
f. Flying over open country?
g. Other ______

24. IF you were MOVING IN AN AUTOMOBILE or other vehicle at the time, then complete the following questions:

24.1 What direction were you moving? *(Circle One)*

a. North
b. Northeast
c. East
d. Southeast
e. South
f. Southwest
g. West
h. Northwest

24.2 How fast were you moving? ______ miles per hour.

24.3 Did you stop at any time while you were looking at the object?

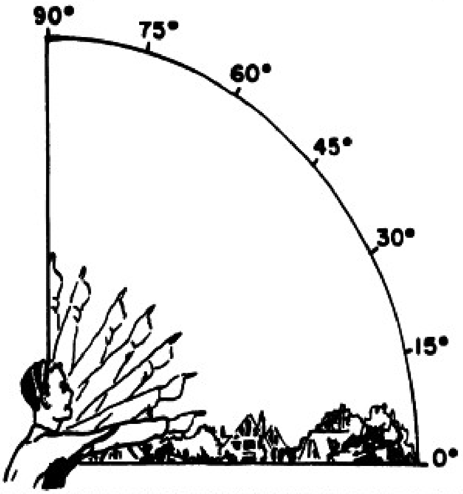
(Circle One) Yes No

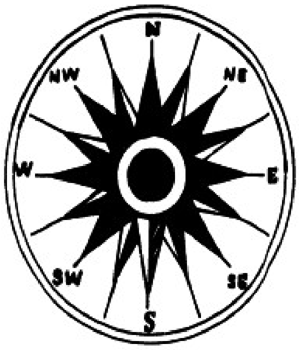
25. Did you observe the object through any of the following?

a. Eyeglasses	Yes	No	e. Binoculars	Yes	No
b. Sun glasses	Yes	No	f. Telescope	Yes	No
c. Windshield	Yes	No	g. Theodolite	Yes	No
d. Window glass	Yes	No	h. Other ______		

26. In order that you can give as clear a picture as possible of what you saw, describe in your own words a common object or objects which, when placed up in the sky, would give the same appearance as the object which you saw.

27. In the following sketch, imagine that you are at the point shown. Place an "A" on the curved line to show how high the object was above the horizon (skyline) when you *first* saw it. Place a "B" on the same curved line to show how high the object was above the horizon (skyline) when you *last* saw it. Place an "A" on the compass when you *first* saw it. Place a "B" on the compass where you *last* saw the object.





28. Draw a picture that will show the motion that the object or objects made. Place an "A" at the beginning of the path, a "B" at the end of the path, and show any changes in direction during the course.

29. IF there was MORE THAN ONE object, then how many were there? ____________________
Draw a picture of how they were arranged, and put an arrow to show the direction that they were traveling.

30. Have you ever seen this, or a similar object before. If so give date or dates and location.

31. Was anyone else with you at the time you saw the object? *(Circle One)* Yes No

31.1 IF you answered YES, did they see the object too? *(Circle One)* Yes No

31.2 Please list their names and addresses:

32. Please give the following information about yourself:

NAME L. H. Winstead ______ ______
Last Name First Name Middle Name

ADDRESS 13800 TAHITI WAY Venice ___ Cal.
Street City Zone State

TELEPHONE NUMBER 823-3038 AGE 47 SEX M

Indicate any additional information about yourself, including any special experience, which might be pertinent.

airline pilot for 25 yrs.

33. When and to whom did you report that you had seen the object?

______ ______ ______
Day Month Year

34. Date you completed this questionnaire: 30 June 66
Day Month Year

35. Information which you feel pertinent and which is not adequately covered in the specific points of the questionnaire or a narrative explanation of your sighting.

Dear Major:

I did not place any significance to the incident, and to me it only appeared to be an airplane at some distance, say 6 or 8 miles who turned on his landing lights. and kept them on for 3 or 4 minutes, then turned them off.

I asked the radar operator if he had a target at my 9 or 10 oclock position, he replied that he did not have, and I said "well theres one there slight". I had no idea, he was going to turn in a UFO report. I thought nothing further of it. I presumed it was the airforce refueling. I have noticed that they turn on lights for long periods of time when I have been informed that air refueling operations were in progress.

I still think it was just an airplane with his landing lights on.

Respectfully
L H Winstead
Capt. American Airlines

Bricken Case

1) Called Mr. Bricken

There were 3 distinct objects on scope -

No photo was obtained.

Near York, Kentucky -

Radar sighting from Lynch, Ohio

2) Requested written report from Bricken

3) Letters to airlines trying to locate pilots of Braniff + A.A. flights.

4 May 66

TDEW

Data on Observer for 4 May 1966 Sighting

MAY 1 8 1966

Braniff Airlines
[illegible] International Airport
[illegible]

1. Our office has been [illegible] by the United States Air Force to [illegible]. We have a UFO report [illegible] pilot observed an object on 4 May 1966. The information which we received was not sufficient for evaluation. The following is all the information we have regarding object, time, location, etc.

2. Braniff 349 (or Braniff 707 flight 12) at approximately [illegible] hours, 4 May 1966, while at 33,000 ft. altitude on Jet Route 92, near Lynch Radar Site and Charleston, West Virginia observed an object.

3. If you could provide us with the pilot's name and where he may be contacted [illegible] in our evaluation of the sighting. Any information which you may be able to provide will be appreciated. This may be forwarded to:

FTD (TDEW)
Attn: Major Hector Quintanilla, Jr
Wright-Patterson AFB, Ohio 45433

[illegible], Colonel, USAF
Deputy for Technology and Subsystems

COORDINATION:
ORIGINATOR: H Quintanilla Jr DATED 17 May 66
TDEW/UFO Major Quintanilla, Jr

N.W. Perkins DATED 17 May 66
TDEW

TDEW

Name of Observer for 4 May 1966 Sighting

MAY 1 8 1966

[illegible]
[illegible] Airport
[illegible]

[illegible] by the United States Air Force [illegible] have a UFO report [illegible] observed an object [illegible]. The information which we received was not sufficient for evaluation. The following is all the information we have pertaining [illegible], time, location, etc.

a. Airplane 92 observed object at approximately 0340 hours, 4 May 1966, while at 17,000 ft. altitude on Jet Route #6, near Lynch Radar Site and Charleston, West Virginia.

2. If you could provide us with the pilot's name and where he may be located it would aid in our evaluation of the sighting. Any information which you may be able to provide will be appreciated. This may be forwarded to:

FTD (TDEW)
Attn: Major Hector Quintanilla, Jr
Wright-Patterson AFB, Ohio 45433

[illegible], Colonel, USAF
Deputy for Technology and Subsystems

OFFICIAL FILE COPY

COORDINATION:
ORIGINATOR: H Quintanilla Jr DATED 17 May 66
TDEW/UFO Maj H Quintanilla, Jr

TDEW DATED 17 May 66

AMERICAN AIRLINES
LOS ANGELES INTERNATIONAL AIRPORT
LOS ANGELES, CALIF. [illegible] • MADISON 5-7243
CABLE ADDRESS AMAIR

May 25, 1966

Col. Eric T. deJonckheere
Department of the Air Force
AFSC
Wright-Patterson AFB, Ohio

Dear Col. deJonckheere:

With reference to your letter of May 18, the crew of our Flight 90 on the day in question consisted of Captain L. H. Winstead, First Officer G. Porter and Flight Engineer R. M. Welch. Their home addresses are listed below:

L. H. Winstead
13800 Tahiti Way
Venice, Calif.

G. Porter
41 N. Wake Forest Ave.
Ventura, Calif.

R. M. Welch
1243 Sparkman Ave.
Camarillo, Calif.

Very truly yours,

T. M. Melden

T. M. Melden
Manager-Flight

TMM/jf

4 May 66

FTD (TDPT)
Wright-Patterson AFB, Ohio 45433
15 [illegible]

Captain A. A. Spangle
[illegible]
[illegible] 75[illegible]

Dear Captain Spangle,

Reference your recent unidentified observation of 4 May 1966. The information which we have received from the Indianapolis Bureau was not sufficient for evaluation. Request you complete the attached FTD Form 164 and return it in the envelope provided.

We wish to thank you for any information you can provide on this sighting.

Sincerely,

for

HECTOR QUINTANILLA, Jr., Major, USAF
Chief, Project Blue Book

BI MEMO

TO Major Hector Quintanilla, Jr.

FROM Regional Flight Manager-Southern Region

DATE June 7, 1966

SUBJECT Name of Observer for May 4, 1966, Sighting

Capt. A. A. Speegle was the Captain of Flight 542 of May 4th. He reported a sighting to ATC at the time of observation.

His address is: P. O. Box 14, Naples, Texas. 75568

S E Aiguier
S. E. Aiguier

SEA:sp

BRANIFF INTERNATIONAL
EXCHANGE PARK, DALLAS, TEXAS 75235

6 July 66

Attempt to locate aircraft in area of Eastern Kentucky at about 0340 EST 4 May 66.

From

AR 315 (PROP WASH)

160th ARG Clinton County AFB, O. Negative

Oil Burner-Orange Tree

17th BW WPAFB, Ohio Negative

8TH A.F. Westover AFB

Call Ex 2440

FTD (TDEW)
Wright-Patterson AFB, Ohio 45433
7 June 1966

First Officer G. Porter
41 North Wake Forest Avenue
Ventura, California 93003

Dear First Officer Porter,

We are in receipt of an unidentified flying object report which indicates that you observed an object on 4 May 1966. The information which we received was not sufficient for evaluation.

The information which we have received states that an American 90 observed an unidentified object at approximately 0340 hours, 4 May 1966, while at 37,000 ft. altitude on Jet Route #6, near Lynch Radar Site and Charleston, West Virginia.

To aid in our evaluation we would appreciate your completing the attached FTD Form 164 and returning it in the envelope provided.

I wish to thank you for any information which you are able to provide.

Sincerely,

HECTOR QUINTANILLA, Jr, Major, USAF
Chief, Project Blue Book

FTD (TDEW)
Wright-Patterson AFB, Ohio 45433
7 June 1966

Flight Engineer R. M. Welch
1243 Sparkman Avenue
Camarillo, California 93010

Dear Flight Engineer Welch,

We are in receipt of an unidentified flying object report which indicates that you observed an object on 4 May 1966. The information which we received was not sufficient for evaluation.

The information which we have received states that an American 90 observed an unidentified object at approximately 0340 hours, 4 May 1966, while at 37,000 ft. altitude on Jet Route #6, near Lynch Radar Site and Charleston, West Virginia.

To aid in our evaluation we would appreciate your completing the attached FTD Form 164 and returning it in the envelope provided.

I wish to thank you for any information which you are able to provide.

Sincerely,

HECTOR QUINTANILLA, Jr, Major, USAF
Chief, Project Blue Book

CHARLESTON W.VA. 3 MAY66 040340Z 4 May 66

FTD (TDEW)
Wright-Patterson AFB, Ohio 45433
7 June 1966

Captain L. H. Winstead
13800 Tahiti Way
Venice, California 90292

Dear Captain Winstead,

We are in receipt of an unidentified flying object report which indicates that you observed an object on 4 May 1966. The information which we received was not sufficient for evaluation.

The information which we have received states that an American 90 observed an unidentified object at approximately 0340 hours, 4 May 1966, while at 37,000 ft. altitude on Jet Route #6, near LYNCH Radar Site and Charleston, West Virginia.

To aid in our evaluation we would appreciate your completing the attached FTD Form 164 and returning it in the envelope provided.

I wish to thank you for any information which you are able to provide.

Sincerely,

HECTOR QUINTANILLA, Jr, Major, USAF
Chief, Project Blue Book

UNCLASSIFIED

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE BRANCH
INCOMING MESSAGE

AF IN : 12583 (4 May 66) O/sm **Page 1 of 2**

ACTION: NIN-7

INFO : XOP-1, XOPX-2, SAF-OS-3, DIA-1, RDC-4 (19) ADV CY DIA

SMB A220CZCBVE509

PFTU JAW RUEDYXC0877 1242229-UUUU--RUEDHQA.

DE RUCDNJ 45 1242155

ZNR UUUUU

P 042145Z

FM 305BOMBWG BUNKER HILL AFB IND

TO RUWMFVA/ADC

RUCDAH/30AIRDIV TRUAX FLD WIS

RUCDSQ/AFSC WPAFB OHIO

RUEDHQA/HQ USAF

RUEDHQA/OSAF

BT

UNCLAS DCOI 01463 MAY 66.

ADC FOR ADOIN. AFSC FOR FTD. HQ USAF FOR AFNIN. OSAF FOR SAFOI.

SUBJ: UFO REPORT. FOLLOWING INFORMATION RECEIVED FROM INDIANAPOLIS CENTER AT 0840Z 3 MAY 66: PILOT OF BRANIF 707 FLIGHT 42, EASTBOUND ON JET 6, ALTITUDE 33000 FEET, TRUE AIRSPEED 500 KTS CALLED INDIANAPOLIS CENTER TO REPORT A UFO SIGHTING NEAR NEWCOMB, KENTUCKY. SIGHTED A BRIGHTLY LIGHTED OBJECT TRACKING ALONG WITH HIM, AT OR ABOVE HIS ALTITUDE. THVSRVXOELLS VERY INTENSE. THE OBJECT TRACKED

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ALONG WITH HIM FOR A SHORT WHILE AND THEN BROKE SHARPLY TO THE LEFT, UP AND OVER THE AIRLINER AND DISAPPEARED TO THE SOUTHWEST AT A VERY

PAGE 2 RUCDNJ 45 UNCLAS

HIGH RATE OF SPEED. THE HIGH ALTITUDE CONTROLLER AT INDIANAPOLIS CENTER, MR. DALE BRICKEN OBSERVED THE OBJECT ON HIS RADAR SCOPE AS IT TRACKED THE AIRLINER FOR APPROXIMATELY 15 MILES. HE ALSO OBSERVED THE OBJECT MAKE BREAKAWAY TO THE LEFT AND DISAPPEAR TO THE SOUTHWEST. THERE WAS NO IFR TRAFFIC CARRIED ON THE CENTER BOARDS AT THIS TIME. AN AMERICAN AIRLINE PILOT, 20 MILES BEHIND THE BRANIF AIRCRAFT SAW THE LIGHTS AND TURNED HIS LANDING LIGHTS ON FOR ID. REPORT RECEIVED BY TELECON FROM MR. AGNESS, INDIANAPOLIS CENTER WATCH SUPERVISOR. THE BRANIF FLIGHT TERMINATES AT DULLES INTERNATIONAL AIRPORT, THEREFORE RECOMMEND INVESTIGATION RESPONSIBILITY BE ASSUMED BY AFNIN.

BT

NNNN

UNCLASSIFIED

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE BRANCH
INCOMING MESSAGE

AF IN : 12583 (4 May 66) O/sm   Page 1 of 2

ACTION: NIN-7

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AFHQ FORM JAN 65 0-309C

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DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE BRANCH
INCOMING MESSAGE

AF IN : 12583 (4 May 66)

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BT

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UNCLASSIFIED

NORTH CENTRAL UNITED STATES

16 AUGUST 1966

At approximately 2245 CDT, 16 August 1966 an "unidentified flying object" was observed in the northern sky. Four occupants of one car reported that after seeing an object that began to whirl and change colors, heading toward their car, they turned the car in the opposite direction and drove away. The object appeared to rise up from behind the woods and after a pause began to ascend once more. Object was reported to vary in size from that of a full moon to that of a football field with blue, green, and faint red whirling lights turning to a definite blue-green as the object came closer. At one time, it appeared that a hazy green funnel went down from the object to the ground. As the object rose from the woods the brightness was compared to an early morning sun and gave off so much light it blinded the observer's eyes. It seemed that the object was coming toward the earth at a tremendous rate of speed.

The alleged UFO was also observed by a private pilot as he was approaching Madison, Wisconsin. To this observer, the object changed shapes from moon shaped to oval and finally to an elongated 'V' or boomerang shape. The pilot was flying at approximately 165 knots and the object was keeping pace with him. Other aircraft pilots reported similar sightings with very consistent descriptions.

Still other witnesses reported a green luminous object varying in size, that appeared to have exploded and faded in a haze. There was basically no movement of the alleged object as it slowly disappeared from view. In another instance the object dissolved into streaks of light before vanishing.

CONCLUSIONS

After considering the available information it was concluded that some type of unusual upper atmospheric phenomena had occurred. Contact was made with NASA in regards to any type of upper atmospheric research project that was currently underway at Fort Churchill in Manitoba, Canada.

It was learned that on 16 August 1966, German and American scientists were participating in several experiments over the Fort Churchill area. At 2239 CDT there was a rocket that departed the Fort Churchill launch area and reached an altitude of approximately 250 miles. Shortly before reaching the altitude, there was a barium cloud release into the atmosphere. The artificial cloud first appeared with a brilliant red color followed by and ending with a greenish-blue.

Primary objective of the experiment was to obtain measurements of electric fields and wind motion in the upper atmosphere by photographing and tracking the movement of the ionized barium clouds. The phenomena was visible for several hours and for hundreds of miles depending on the altitude of the sighting.

It is Project Blue Book's conclusion, after a careful evaluation of the available data, that this barium cloud release was the cause of the sightings. As the cloud was expanding it would have definitely seemed as if it were approaching the observer at a tremendous rate of speed. Being about 600 miles to the north from the one aircraft sighting, it would have appeared to pace the aircraft as the pilot so stated; this is a natural feeling when something is quite distant and visible to the naked eye.

Moose Lake, Minn. 17 Aug 66

COPY

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[illegible] Goddard Flight Center

COORDINATION:

DATE 21 Sep 66
TDEFR/MAJ H. QUINTANILLA, JR

DATE 21 Sep 66

TDETR OFFICIAL FILE CY

PROJECT 10073 RECORD

1. DATE - TIME GROUP

16 August 66 17/0330Z

2. LOCATION

Minnesota, North Dakota, Wisconsin

3. SOURCE

Civilian & Military

4. NUMBER OF OBJECTS

One

5. LENGTH OF OBSERVATION

Varied

6. TYPE OF OBSERVATION

Air-Ground-Visual

7. COURSE

Stationary in the N

8. PHOTOS

☐ Yes
☒ No

9. PHYSICAL EVIDENCE

☐ Yes
☒ No

10. CONCLUSION

Other (ARTIFICIAL CLOUD RELEASE)

At 2239 CDT there was a rocket launched from Fort Churchill, Canada. A barium cloud release followed.

11. BRIEF SUMMARY AND ANALYSIS

SEE CASE FILE

FORM
FTD SEP 63 0-329 (TDE) Previous editions of this form may be used.

Re wx Weather report

HEADQUARTERS
29TH NORTH AMERICAN AIR DEFENSE DIVISION
DULUTH INTERNATIONAL AIRPORT
DULUTH, MINNESOTA 55814

AREA CODE 218
727-8211
EXT: O/L 755

REPLY TO ATTN OF: 29NINT

22 August 1966

SUBJECT: Unidentified Flying Objects

TO: AFSC (FTD)
Wright Patterson AFB, Ohio 45433

1. The attached reports have been submitted in letter form in an attempt to be as complete as possible. Some of the reports came into this office via secondhand and were chased down necessitating many phone calls and, of course, much clerical work using borrowed stenographers. There is no physical evidence of any sort to substantiate the sightings; however, the reports generally came from reliable sources, and the writer feels, especially in the case of Mr. Luhm and Mr. Plattner, they actually saw something that really unsettled them.

2. The article from the local paper indicates the coverage given some of these sightings. The story as written in the press has a couple of variations from that told this office; i.e., the second observation was more of a glow behind the trees that did get brighter for a while as they passed and then died out. It lasted approximately 2 minutes as they drove by. The other item was the steaming up of the car windows - there were four people in the car, all getting quite excited, and the local relative humidity was standing at 89% on a warm, muggy night.

3. The 0000Z Radiosonde Balloon from St. Cloud, Minnesota, gave the following temperature readings for the area:

SFC - +29°C
3,000' - +20°C
5,000' - +17°C
10,000' - +10°C
15,000' - - 5°C
20,000' - -14°C
25,000' - -28°C
30,000' - -36°C
35,000' - -50°C

The winds were reported to be from approximately 225° @ 20K from sfc to 10,000'. Then they swung around to 270° @ 30K to 20,000' and continued to remain 270° but increased to 50K by 40,000'.

4. This is all the information that was gathered for the reports by this office. There is no indication that any objects landed anywhere in the area and no physical evidence to substantiate any of the sightings.

FOR THE COMMANDER

GORDON B. SMITH, F/L, RCAF
Intelligence Officer

2 Atchs
1. UFO Reports
2. Newspaper Item

UNIDENTIFIED FLYING OBJECT REPORT

Initial call received at 0430Z, 17 Aug 66, from SSgt James Vetter of the 692 Radar Squadron. He had received his report from Steve Arnsen, the owner of Rocky Point Resort in Roosevelt, Minnesota. This information was relayed by him to SSgt Motta at 29th Air Division Hq, and the call was concluded at 0445Z.

I. Description of Objects

A. Spherical.
B. About 20 feet in diameter.
C. Green, luminous.
D. One object.
F. Exploded and faded in haze.
G. No exhaust but haze left behind.
H. No sound.

II. Description of Course

A. Seen by six passengers in car.
B. About 2,000 feet above terrain.
C. Did not move.
E. Slowly faded in haze after explosion.
F. Observed for 40 minutes. This would apparently place the explosion at about 0430Z, the same time that SSgt Vetter said he received the call, placing the accuracy of the time estimates in doubt.

III. Manner of Observation

A. Visual.
B. The observers attempted to photograph it.

IV. Time and Date of Sighting

A. About 0350Z, 17 Aug 66.
B. Night.

V. Location of Observers

A. 94°30'W48°50'N
B. Near Rocky Point Resort; Roosevelt, Minnesota.

VI. Data on Observers

Steve Arnsen, Jack Arnsen, Pat Andersen, David Andersen, Warren Wenner, and Leon Grove.

VII. Weather

A. Clear
B. Light, southerly, surface winds and a 45-knot west wind at 30,000 feet.
C. No ceiling.
F. No thunderstorms.

VIII. Unusual Activity

A. No significant temperature inversion in the area.
B. No astronomical activity.
C. No balloons known to be in the area.

XI. Preparing Officer

29th Air Division Intelligence Officer.

Send 164s

XII. Physical Evidence

A. No photos. They did not develop.
B. No material evidence.

Additional Comments

Just before sunrise, a fairly pronounced temperature inversion developed over much of Minnesota. It is the opinion of division weather officers that no significant inversion would have been likely at the time of the sightings. All of the sightings were near, but never over, lakes, a fact not in itself significant in view of the large number of lakes in this area. The weather officers believe the lakes would tend to destroy or weaken any existing inversions, because the preceding day was warm and clear, and the lakes would store this warmth and release it at night. Of further interest, is the fact that this sighting resembles many over Arizona and New Mexico in the early 1950's - the exploding green "fireball."

Received By

WILLIAM B. STOECKER, 2d Lt, USAF

UNIDENTIFIED FLYING OBJECT REPORT

Call received 1835Z, 17 Aug 66, from Mrs. Edmond Neufeld, a housewife and former high school teacher, residing at 2231 West 22nd St.; Duluth, Minnesota; telephone 727-5959.

Send 16U

I. Description

A. Shaped between egg and sphere.
B. About 3 or 4 times the size of a high, full moon.
C. Luminous, white.
D. One object.
F. No discernable features.
G. No exhaust.
H. No sound.

II. Description of Course

A. Observers saw the object, because they were outside near a lake.
B. It was roughly 20° to 30° above a range of low, forested hills.
C. The object never moved.
E. It dissolved into "streaks of light" and the observers went into their lakeside cabin.
F. Seen for about five minutes.

III. Manner of Observation

A. Visual sighting.
B. No optical aids.

IV. Time and Date of Sighting

A. About 0345Z, 17 Aug 66.
B. Seen at night.

V. Location of Observers

A. 92°47'W 46°25'N
B. Two miles southeast of Moose Lake, Minnesota, near a smaller lake.

VI. Data on Observers

Mrs. Edmond Neufeld; her daughter, aged ten; and a nephew, aged eight.

VII. Weather

A. Observers reported only a few, high, thin clouds.
B. The WXO for 29th Air Division said surface winds were light and southerly with a 45-knot west wind at 30,000 feet.
C. No ceiling.
F. No thunderstorms.

VIII. Unusual Activity

A. No significant temperature inversions in the area.
B. No astronomical activity.
C. No known weather balloons in the area.

XI. Preparing Officer

29th Air Division Intelligence Officer.

XII. Physical Evidence

A. No photos.
B. No material evidence.

XIII. Miscellaneous Comments by Observer

Was a sharply defined object perhaps one-quarter mile away, although distances could not be judged accurately. Mrs. Neufeld said the children became very frightened.

Received By

WILLIAM B. STOECKER, 2d Lt, USAF

UNIDENTIFIED FLYING OBJECT REPORT

1530Z, 17 Aug 66
Mr. James Luhm, Jr., (civilian)

I. Description of Object

A. Round, then appeared to take on a square shape, then back to round as it got closer.
B. About size of a full moon when first sighted, grew steadily larger to roughly the size of a large football field as it came directly toward the observer.
C. A hazy white and changed to a green and blue with occasional flashes of red. It ended up as a blue green color.
D. One
F. None. It had hazy edges and appeared to be in continuous motion.
G. At one time, it appeared to have a hazy, green funnel go down to the ground.
H. None heard. Car windows were rolled up.
I. None other than that reported.

II. Description of Course

A. Came directly toward car from head on.
B. 30 to 45°, viewed forward out of windshield of car.
C. Did not see object disappear as passengers in car had become almost hysterical, and driver turned car around and drove away. Object did not follow car.
D. A straight course. Object just got bigger as it got closer.
E. Driver states he did not see object disappear, as he was too intent on driving away as fast as possible.
F. Estimates - 2-1/2 min.

III. Manner of Observation

A. Visual through car windshield.
B. None.
C. None.

2230

IV. Time and Date of Sightings

A. 0330Z, 17 Aug 66.
B. Night.

V. Location of Observers

A. 9200W 4651N.
B. Driving north on Lakewood Road just off Hwy 61 in East Duluth, Minnesota.

VI. Data on Observers

send(2)

Mr. James Luhm, Jr., 720 Lakewood Road, Duluth - age 24 - works at local wood plant. Miss Sally Luhm (sister), same address, age 20 - unemployed. Plus two younger nieces, age 14 and 16.

Remarks

Mr. Luhm and party drove back some 20 minutes later after reporting the incident to the police from a local phone. They state there appeared to be a glow off to one side of the road that faded out as they drove by. The observer is a next door neighbor of the station CIO, and upon arriving home had him accompany Mr. Luhm back to the scene. There was no sign of anything out of the ordinary. The CIO states the whole group was visibly shaken by the occurrence and feels they definitely saw something out of the ordinary.

(send 164)

UNIDENTIFIED FLYING OBJECT REPORT

Call received at 1925Z, 17 Aug 66, from John Plattner, the County Attorney of Cass County, Minnesota. This man claims to be a registered geologist and a private pilot, telephone 547-1319.

I. Description of Object

astro
Arcturus
280° Az
18° El

A. Shaped between egg and sphere.
B. Size of rising full moon.
C. Greenish white, luminous.
D. One object.
F. No discernable features.
G. No exhaust.
H. No sound.

II. Description of Course

A. Seen from a car traveling west, paralleled car.
B. Initially about 30° above horizon.
D. Level, smooth, westerly flight, no sudden turns.
E. Later disappeared behind trees.
F. Seen intermittently during a one-hour period.

III. Manner of Observation

A. Visual sighting.
B. No optical aids.

IV. Time and Date of Sighting

1845

A. First seen about 0345Z, 17 Aug 66. - object observed for 55 minutes
B. At night.

V. Location of Observers

A. 94°25'W 47°3'N
B. Between Whipple and Walker, Minnesota.

VI. Data on Observers

Pat Dermody, 17, from Clinton, Iowa; his father, John Dermody, who works for the Lindsay Water Softener Company in Clinton; and Bob Carmody, 17, a friend, also from Clinton, Iowa. All three were staying at the Twin Pines Resort near Walker, Minn. Mr. Plattner, to whom the observers made their reports, described them as "shook up" and "reliable."

VII. Weather

A. Mr. Plattner described the weather as clear with a "negligible wind."
B. The WXO said surface winds for the entire region were light southerly with a 45-knot westerly wind at 30,000 feet. No clouds or thunderstorms. No significant temperature inversion in the area. The object was seen several miles from a lake but never over it.

VIII. Unusual Activity

B. No astronomical activity.
C. No weather balloons in the area. The WXO knew of only two balloons released that night, neither of which could have drifted into the area of the sighting, or any of the other areas in which sightings were reported that night.

Send 164
To John Dermody
Lindsay water
Softener Company

X. Preparing Officer

29th Air Division Intelligence Officer

XII. Physical Evidence

No photos or material evidence.

XIII. Miscellaneous Comments of Observer

The object paralleled their course west on highway 34. They turned north to get away, went into the Twin Pines Resort, and came out again with Mr. John Dermody. All three then watched the object until about 0440Z when it went behind the trees. Their car windows were down, and no sound was heard. They also thought the object expanded vertically, "like a balloon being inflated."

104

17 Aug 66

Earlier Sightings in the Area

Satellite

Mr. Plattner said his mother, Mrs. Ethelwyn Plattner, and two companions, Mrs. Ethel Peterson and Mrs. Meral Francis saw an identical object that same evening between 0430Z and 0530Z. They were entering their home in Walker after a party, but Mr. Plattner described the women as "conservative" and said,"None of them drink." They described the object as soundless and said it proceeded northeast for two or three minutes before they lost sight of it.

Mr. Plattner said that about 0400Z, 9 Aug 66, he and 16 other people, including two Minnesota highway patrolmen, saw a high, round, luminous, white object move rapidly across the sky going northeast, executing several abrupt right angle turns as it did so. This was observed from in front of his next door neighbor's home. The next evening, between 0315Z and 0330Z, he and his next door neighbor, who he said was the "county commissioner," observed an identical object on an identical course. Mr. Plattner said both evenings were clear and still, which raises the possibility of inversions, on which this office has no data. Mr. Plattner said a surveyor who was present on 9 Aug made an admittedly very rough estimate of the object's velocity at 3500 miles per hour. However, the object was large enough or low enough to have a round shape, and no sonic boom was heard. The object's size was about one-third that of a high,full moon.

Additional Comments

This office called the St. Louis County Attorney's office, located in Duluth, Minnesota, and one John L. Plattner was listed in their directory as County Attorney for Cass County. They did not have his office telephone number. It would, therefore, seem probable that the man who reported the sightings was, in fact, the county attorney.

Received By

WILLIAM B. STOECKER, 2d Lt, USAF

Pending

UNCLASSIFIED PRIORITY

663

1966 AUG 19 08 3

25

ETR

PFTU JAW RUEDYX/0538 2310822-UUUU--RUEDFIF.

DE RUCDAH 1052 2301857

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P 181843Z AUG 66 ZFD

FM 20TH ADIV TRUAX FLD WIS

TO RUWMFVA/ADC

RUCKG/10AF RICHARDS GEBAUR AFB MO

RUEDFIF/FTD WPAFB OHIO

RUEAHQA/CSAF WASH DC

RUEAHQA/OSAF WASH DC

BT

UNCLAS 20-OIN 22418 AUG 66. FOR ADOIN, ADC; 10AF; AFNIN, CSAF; AND SAFIO, OSAF. THE FOLLOWING IS A REPORT OF A UFO SIGHTING NEAR MILWAUKEE, WISCONSIN, SUBMITTED IN ACCORDANCE WITH AFR 200-2, AS SUPPLEMENTED. A. DESCRIPTION OF OBJECT: (1) ROUND, MOON SHAPED (2) UNK (3) BRIGHT WHITE, GREEN AROUND OUTSIDE (4) ONE (5) N/A (6) ROUND SHAPE, BRIGHTNESS (7) NONE (8) NONE (9) BRIGHTNESS (SEE REMARKS) B. DESCRIPTION OF COURSE OF OBJECT. (1) PRONIMITY, BRIGHTNESS (2) APPROX 6000 FT. (3) UNKNOWN (4) EXTREMELY MANEUVERABLE (5) FADED AWAY. C. METHOD OF OBSERVARION: (1) AIR (2) NONE (3) SEEN BY 3

UNCLASSIFIED PRIORITY

ACFT (SEE REMARKS). D. TIME & DATE OF SIGHTING. (1) APPROX 0355Z, 17 AUG 66 (2) NIGHT. E. LOCATION OF OBSERVER. (1) UNK (2) 2 SIGHTINGS APPROX 40-50MI. SOUTH OF MILWAUKEE; 1 APPROX 15MI.

PAGE 2 RUCDAH 1052 UNCLAS

WEST OF MILWAUKEE. F. IDENTIFYING INFORMATION ON OBSERVERS. (1) 3 SEPARATE OBSERVERATIONS (SEE REMARKS). G. WEATHER. (1) ALL SAY CLEAR. (2) (A) 260/5 (B) 270/15 (C) 290/25 (D) 290/30 (E) 280/25 (F) 270/40 (G) 300/25 (H) 93/15, (3) NONE (4) 12 MILES (5) NONE (6) NONE (7) NONE. H. UNUSUAL ACTIVITY IN AREA. (1) NONE (2) NONE (3) NONE. I. INTERCEPTION OR IDENTIFICATION ACTION TAKEN. NONE. J. LOCATION OF AIRCRAFT/BALLOONS IN AREA AT TIME OF SIGHTING. NO ACFT. BALLOONS UNLIKELY. K. PREPARING OFFICER. (1) 1ST LTFRANK L. HOWE (2) ACTING INTELLIGENCE OFFICER (3) NONE. L. PHYSICAL EVIDENCE AVAILABLE. (1) NONE (2) SKETCHES (SEE REMARKS). M. OTHER COMMENTS. THERE WERE THREE SEPARATE OBSERVATIONS OF WHAT APPEARS TO BE THE SAME OBJECT: THE TIMES (0352Z, 0354Z, AND 0355Z, 17 AUG 66, AREAS OF OBSERVATION (2, 50MILES SOUTH AND 1 15 MILES WEST OF MILWAUKEE), AND DESCRIPTIONS OF SHAPE AND COLOR (ROUND-TWO SAID =MOOM SHAPED=-

AND BRIGHT WHITE WITH AN OUTER GREEN RING), INDICATE THAT THE OBSERVATIONS WERE OF THE SAME OBJECT: ALL 3 SIGHTINGS WERE BY PILOTS: A CIVILIAN FLYING A MUSKETEER, ID NO 23375, FLYING AT 5500 FT. FROM ST. LOUIS TO WAUKASHAW, WIS., PILOT UNKNOWN, A B-52 AND A B-52 (NO FURTHER INFORMATION AVAILABLE): AND A TWIN COMANCHE, ID NO. 7462Y, FLYING FROM GRAND RAPIDS, MICH. TO MADISON, WISC. AT

Salesman
North Air Service)

PAGE 3 RUCDAH 1052 UNCLAS

6500 FT. TWIN COMANCHE WAS FLOWN BY MR. K. D. HOLZER OF GRAND RAPIDS, MICH. HE WAS ACCOMPANIED BY HIS 13 YEAR OLD SON. HOLZER HAS 5000 HOURS FLYING TIME IN INSTRUMENT RATED, AND HAS BEEN FLYING SINCE 1946. MR. HOLZER HAD THE OBJECT IN VISUAL CONTACT FOR APPROX 15 MINUTES. HE SAYS IT CHANGED SHAPES FROM =MOON SHAPED= TO =OVAL=, AND FINALLY TO AN ELONGATED V OR =BOOMERANG SHAPE=. HE WAS FLYING AT APPROXIMATELY 165K AND SAYS THE OBJECT WAS KEEPING PACE WITH HIM. WHEN HE CAME UNDER CHICAGO CENTER CONTROL HE ASKED IF THERE WAS ADDITIONAL TRAFFIC. CHICAGO CENTER SAID THEY =HAD SOMETHING UNIDENTIFIED= ON THE SCOPE ABOUT 6 MILES FROM HIS POSITION AT 20=CLOCK. HE SAYS THAT IS ALMOST EXACTLY THE POSITION OF THE OB-

26:

Pending

663

1966 AUG 19 08 3

PFTU JAW RUEDYXH0538 2310822-UUUU--RUEDFIF.

DE RUCDAH 1052 2301857

ZNR UUUUU

ZNR UUUUU

P 181843Z AUG 66 ZFD

FM 20TH ADIV TRUAX FLD WIS

TO RUWMFVA/ADC

RUWGKG/10AF RICHARDS GEBAUR AFB MO

RUEDFIF/FTD WPAFB OHIO

RUEDHQA/CSAF WASH DC

RUEDHQA/OSAF WASH DC

BT

25

ETR

UNCLAS 20-OIN 22413 AUG 66. FOR ADOIN, ADC; 10AF; AFNIN, CSAF; AND SAFIO, OSAF. THE FOLLOWING IS A REPORT OF A UFO SIGHTING NEAR MILWAUKEE, WISCONSIN, SUBMITTED IN ACCORDANCE WITH AFR 200-2, AS SUPPLEMENTED. A. DESCRIPTION OF OBJECT: (1) ROUND, MOON SHAPED (2) UNK (3) BRIGHT WHITE, GREEN AROUND OUTSIDE (4) ONE (5) N/A (6) ROUND SHAPE, BRIGHTNESS (7) NONE (8) NONE (9) BRIGHTNESS (SEE REMARKS) B. DESCRIPTION OF COURSE OF OBJECT. (1) PRONIMITY, BRIGHTNESS (2) APPROX 6000 FT. (3) UNKNOWN (4) EXTREMELY MANEUVERABLE (5) FADED AWAY. C. METHOD OF OBSERVARION: (1) AIR (2) NONE (3) SEEN BY 3

ACFT (SEE REMARKS). D. TIME & DATE OF SIGHTING. (1) APPROX 0355Z, 17 AUG 66 (2) NIGHT. E. LOCATION OF OBSERVER. (1) UNK (2) 2 SIGHTINGS APPROX 40-50MI. SOUTH OF MILWAUKEE; 1 APPROX 15MI.

PAGE 2 RUCDWH 1052 UNCLAS

WEST OF MILWAUKEE. F. IDENTIFYING INFORMATION ON OBSERVERS. (1) 3 SEPARATE OBSERVERATIONS (SEE REMARKS). G. WEATHER. (1) ALL SAY CLEAR. (2) (A) 200/5 (B) 270/15 (C) 290/25 (D) 290/30 (E) 280/25 (F) 270/40 (G) 300/25 (H) 93/15, (3) NONE (4) 12 MILES (5) NONE (6) NONE (7) NONE. H. UNUSUAL ACTIVITY IN AREA. (1) NONE (2) NONE (3) NONE. I. INTERCEPTION OR IDENTIFICATION ACTION TAKEN. NONE. J. LOCATION OF AIRCRAFT/BALLOONS IN AREA AT TIME OF SIGHTING. NO ACFT. BALLOONS UNLIKELY. K. PREPARING OFFICER. (1) 1ST LTFRANK L. HOWE (2) ACTING INTELLIGENCE OFFICER (3) NONE. L. PHYSICAL EVIDENCE AVAILABLE. (1) NONE (2) SKETCHES (SEE REMARKS). M. OTHER COMMENTS. THERE WERE THREE SEPARATE OBSERVATIONS OF WHAT APPEARS TO BE THE SAME OBJECT: THE TIMES (0352Z, 0354Z, AND 0355Z, 17 AUG 66, AREAS OF OBSERVATION (2, 50MILES SOUTH AND 1 15 MILES WEST OF MILWAUKEE), AND DESCRIPTIONS OF SHAPE AND COLOR (ROUND-TWO SAID =MOOM SHAPED=-

AND BRIGHT WHITE WITH AN OUTER GREEN RING), INDICATE THAT THE OBSERVATIONS WERE OF THE SAME OBJECT: ALL 3 SIGHTINGS WERE BY PILOTS: A CIVILIAN FLYING A MUSKETEER, ID NO 23375, FLYING AT 5500 FT. FROM ST. LOUIS TO WAUKASHAW, WIS., PILOT UNKNOWN, A B-52 AND A B-52 (NO FURTHER INFORMATION AVAILABLE): AND A TWIN COMANCHE, ID NO. 7462Y, FLYING FROM GRAND RAFIDS, MICH. TO MADISON, WISC. AT

Salesman
(North Air Service)

PAGE 3 RUCDAH 1052 UNCLAS

6500 FT. TWIN COMANCHE WAS FLOWN BY MR. K. D. HOLZER OF GRAND RAPIDS, MICH. HE WAS ACCOMPANIED BY HIS 13 YEAR OLD SON. HOLZER HAS 5000 HOURS FLYING TIME IN INSTRUMENT RATED, AND HAS BEEN FLYING SINCE 1946. MR. HOLZER HAD THE OBJECT IN VISUAL CONTACT FOR APPROX 15 MINUTES. HE SAYS IT CHANGED SHAPES FROM =MOON SHAPED= TO =OVAL=, AND FINALLY TO AN ELONGATED V OR =BOOMERANG SHAPE=. HE WAS FLYING AT APPROXIMATELY 165K AND SAYS THE OBJECT WAS KEEPING PACE WITH HIM. WHEN HE CAME UNDER CHICAGO CENTER CONTROL HE ASKED IF THERE WAS ADDITIONAL TRAFFIC. [CHICAGO CENTER] SAID THEY =HAD SOMETHING UNIDENTIFIED= ON THE SCOPE ABOUT 6 MILES FROM HIS POSITION AT 20=CLOCK. HE SAYS THAT IS ALMOST EXACTLY THE POSITION OF THE OB-

260°

DW

JECT. CHICAGO CENTER, THOUGH ESTIMATED THE UNKNOWN=S SPEED AT 60 TO 70K. HOLZER LOST CONTACT WITH THE OBJECT AS HE WENT INTO HIS FINAL APPROACH TO MADISON AIRPORT. MR. HOLZER TWICE TURNED OFF ALL COCKPIT AND NAVIGATIONAL LIGHTS TO MAKE SURE THERE WAS NO REFLECTION OFF CLOUDS. LATER HE AND HIS SON MADE SKETCHES OF THE OBJECT INDEPENDENTLY AND UNKNOWN TO ONE ANOTHER. THE SKETCHES, HE SAYS, MATCH ALMOST PERFECTLY. THEY ARE BEING SENT AIRMAIL AND WILL BE FORWARDED TO FTD, WRIGHT-PATTERSON AFB, OHIO, UPON RECEIPT. MR. HOLZER IS SALES MANAGER FOR NORTHER FLYING SERVICE, GRAND

RAPIDS, MICHIGAN. ON THE BASIS OF HIS FLYING EXPERIENCE AND MY CONVERSATION WITH HIM, I WOULD RATE HIM RELIABLE.

BT

NNNN#

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 862ND COMBAT SUPPORT GROUP (SAC)
MINOT AIR FORCE BASE, NORTH DAKOTA 58701

REPLY TO ATTN OF: BDO

19 Aug 1966

SUBJECT: UFO Report

TO: AFSC (FTD)
Wright-Patterson AFB, Ohio 45433

In accordance with AFR 200-2 as changed, the following information is submitted:

a. Description of object:

(1) Shape: Oval (simular to football).

(2) Size: Baseball.

(3) Color: White with light orange tint (very bright).

(4) Number: One.

(5) Formation: N/A.

(6) Any discernible features or details: Vertical slash at 10° angle (slash equal to length of oval).

(7) None.

(8) None.

(9) None.

b. Description of course:

(1) Driving North, object appeared in front of car about 2000 - 3000 feet.

(2) 45° angle.

(3) 45° angle.

(4) Appeared to come straight in and then out.

(5) Orange color faded to white then faded out.

(6) Twelve (12) minutes.

Send 164

c. Manner of observation:

(1) Ground-Visual.

(2) None.

(3) N/A.

d. Time and date of sighting:

(1) 17/0343Z.

(2) Night.

e. Location of observer(s):

(1) Fifteen (15) miles South of Minot, NDak.

f. Identifying information on observer(s):

(1) Jeannette M. Heline, 100A E. St., Minot AFB, NDak. Registered Nurse.

(2) Allen N. Heline, AF13699770, A1C, 455 Missile Maintenance Squadron, Minot AFB, NDak., Ballistic Missile Analysis Specialist.

g. Weather and Winds:

(1) Clear.

(2)

Wind	Direction/Velocity
Surface	140/15
6000 Ft	170/16
10000 Ft	260/27
16000 Ft	270/32
20000 Ft	280/37
30000 Ft	270/36
50000 Ft	260/26

(3) Ceiling: High Scattered.

(4) Visibility: Fifteen (15) plus.

(5) Amount of cloud cover: 4/10.

(6) Thunderstorms in area and quadrant in which located: None.

h. Any other unusual activity or condition: None.

i. Interception or identification action taken: None.

j. Location, approximate altitude, and general direction, of flight of any air traffic or balloon releases in the area which might possibly account for the sighting:

(1) One (1) T-33 in local area at that time.

k. **CHESTER A. SHAW, Jr., Major, USAF**, Base Director of Operations.

l. None.

CHESTER A. SHAW, Jr., Major, USAF
Base Director of Operations

Milwaukee

U.S. AIR FORCE TECHNICAL INFORMATION

This questionnaire has been prepared so that you can give the U.S. Air Force as much information as possible concerning the unidentified aerial phenomenon that you have observed. Please try to answer as many questions as you possibly can. The information that you give will be used for research purposes. Your name will *not* be used in connection with any statements, conclusions, or publications without your permission. We request this personal information so that if it is deemed necessary, we may contact you for further details.

1. When did you see the object?

16 (Day) Aug (Month) 66 (Year)

2. Time of day: 10 (Hour) 45 (Minutes)

(Circle One): A.M. or [✓ P.M.]

3. Time Zone:

(Circle One): a. Eastern
[✓ b. Central]
c. Mountain
d. Pacific
e. Other ________

(Circle One): a. Daylight Saving
[✓ b. Standard]

4. Where were you when you saw the object?

________ (Nearest Postal Address) Milwaukee (City or Town) Wisc. (State or County)

5. How long was object in sight? (Total Duration) ____ (Hours) 13-15 (Minutes) ____ (Seconds)

[✓ a. Certain]
b. Fairly certain
c. Not very sure
d. Just a guess

5.1 How was time in sight determined? Clock

5.2 Was object in sight continuously? Yes X No ____

6. What was the condition of the sky?

DAY
a. Bright
b. Cloudy

NIGHT
a. Bright — Clear - No clouds
b. Cloudy

7. IF you saw the object during DAYLIGHT, where was the SUN located as you looked at the object?

(Circle One): a. In front of you
b. In back of you
c. To your right
d. To your left
e. Overhead
f. Don't remember

FTD FORM OCT 62 164 This form supersedes FTD 164, Jul 61, which is obsolete.

8. IF you saw the object at NIGHT, what did you notice concerning the STARS and MOON?

8.1 STARS *(Circle One)*:

a. None
b. A few
[✓ c. Many]
d. Don't remember

8.2 MOON *(Circle One)*:

a. Bright moonlight
b. Dull moonlight
c. No moonlight – pitch dark
[✓ d. Don't remember]

9. What were the weather conditions at the time you saw the object?

CLOUDS *(Circle One)*:

[✓ a. Clear sky]
b. Hazy
c. Scattered clouds
d. Thick or heavy clouds

WEATHER *(Circle One)*:

[✓ a. Dry]
b. Fog, mist, or light rain
c. Moderate or heavy rain
d. Snow
e. Don't remember

10. The object appeared: *(Circle One)*:

a. Solid
b. Transparent
c. Vapor
[✓ d. As a light]
e. Don't remember

11. If it appeared as a light, was it brighter than the brightest stars? *(Circle One)*:

[✓ a. Brighter]
b. Dimmer
c. About the same
d. Don't know

11.1 Compare brightness to some common object: Flourescent Light or Neon Light

12. The edges of the object were:

(Circle One):
a. Fuzzy or blurred
b. Like a bright star
[✓ c. Sharply outlined]
d. Don't remember
e. Other Sharply at 1st Contact then blurred or fuzzy at end of sighting

13. Did the object:

	(Circle One for each question)		
a. Appear to stand still at any time?	[✓ Yes]	No	Don't know
b. Suddenly speed up and rush away at any time?	[✓ Yes]	No	Don't know
c. Break up into parts or explode?	Yes	[✓ No]	Don't know
d. Give off smoke?	Yes	[✓ No]	Don't know
e. Change brightness?	[✓ Yes]	No	Don't know
f. Change shape?	[✓ Yes]	No	Don't know
g. Flash or flicker?	Yes	[✓ No]	Don't know
h. Disappear and reappear?	Yes	[✓ No]	Don't know

14. Did the object disappear while you were watching it? If so, how?

Yes - Faded away instantly

15. Did the object move behind something at any time, particularly a cloud?

(Circle One): Yes [✓ No] Don't Know. IF you answered YES, then tell what it moved behind: __________

16. Did the object move in front of something at any time, particularly a cloud?

(Circle One): Yes [✓ No] Don't Know. IF you answered YES, then tell what in front of: __________

17. Tell in a few words the following things about the object:

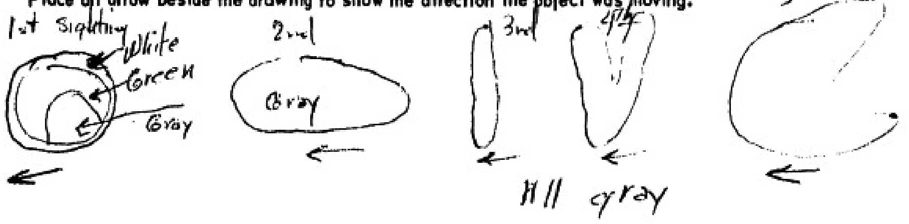
a. Sound Unable to determine as I was flying an aircraft

b. Color White perimeter, Bright floorescent green -- changed to gray

18. We wish to know the angular size. Hold a match stick at arm's length in line with a known object and note how much of the object is covered by the head of the match. If you had performed this experiment at the time of the sighting, how much of the object would have been covered by the match head?

Only a small fraction

19. Draw a picture that will show the shape of the object or objects. Label and include in your sketch any details of the object that you saw such as wings, protrusions, etc., and especially exhaust trails or vapor trails. Place an arrow beside the drawing to show the direction the object was moving.



20. Do you think you can estimate the speed of the object?

(Circle One) [✓ Yes] No

IF you answered YES, then what speed would you estimate? 165 Kts

21. Do you think you can estimate how far away from you the object was?

(Circle One) [✓ Yes] No

IF you answered YES, then how far away would you say it was? Initially 12 miles then 6 Miles Confirmed by Radar

22. Where were you located when you saw the object? (Circle One):

- a. Inside a building
- b. In a car
- c. Outdoors
- [✓ d.] In an airplane (type) Piper Twin Comanche
- e. At sea
- f. Other

23. Were you (Circle One)

- a. In the business section of a city?
- b. In the residential section of a city?
- c. In open countryside?
- d. Near an airfield?
- e. Flying over a city?
- [✓ f.] Flying over open country?
- g. Other

24. IF you were MOVING IN AN AUTOMOBILE or other vehicle at the time, then complete the following questions:

24.1 What direction were you moving? (Circle One)

- a. North
- b. Northeast
- c. East
- d. Southeast
- e. South
- f. Southwest
- [✓ g.] West
- h. Northwest

24.2 How fast were you moving? 185 miles per hour.

24.3 Did you stop at any time while you were looking at the object?

(Circle One) Yes [✓ No]

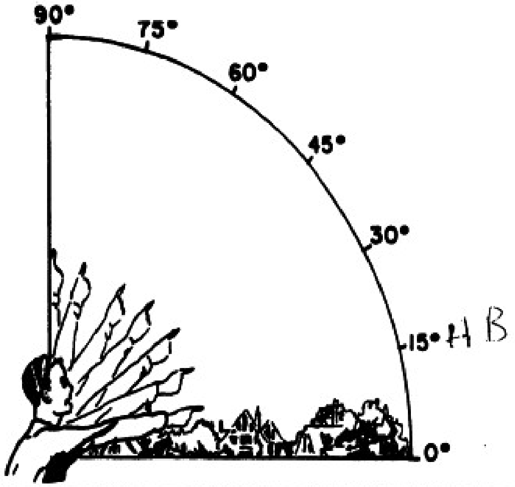
25. Did you observe the object through any of the following?

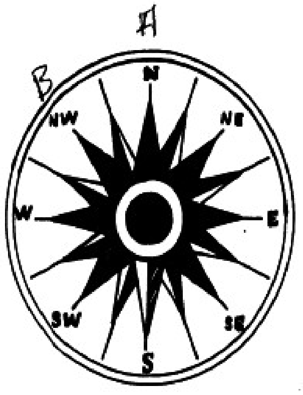
a. Eyeglasses	Yes	No	e. Binoculars	Yes	No
b. Sun glasses	Yes	No	f. Telescope	Yes	No
[✓ c.] Windshield	[✓ Yes]	No	g. Theodolite	Yes	No
d. Window glass	Yes	No	h. Other		

26. In order that you can give as clear a picture as possible of what you saw, describe in your own words a common object or objects which, when placed up in the sky, would give the same appearance as the object which you saw.

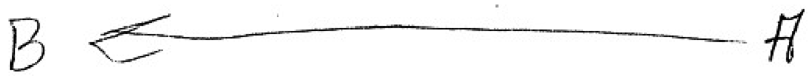
The Moon when full - at 45° from Horizon - similar shape - Then from sharply definable outlines to fuzzy nebulous perimeter.

27. In the following sketch, imagine that you are at the point shown. Place an "A" on the curved line to show how high the object was above the horizon (skyline) when you *first* saw it. Place a "B" on the same curved line to show how high the object was above the horizon (skyline) when you *last* saw it. Place an "A" on the compass when you *first* saw it. Place a "B" on the compass where you *last* saw the object.





28. Draw a picture that will show the motion that the object or objects made. Place an "A" at the beginning of the path, a "B" at the end of the path, and show any changes in direction during the course.



29. IF there was MORE THAN ONE object, then how many were there? ____________________

Draw a picture of how they were arranged, and put an arrow to show the direction that they were traveling.

Same as question # 19

30. Have you ever seen this, or a similar object before. If so give date or dates and location.

NO

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31. Was anyone else with you at the time you saw the object? *(Circle One)* [✓ Yes] No

31.1 IF you answered YES, did they see the object too? *(Circle One)* [✓ Yes] No

31.2 Please list their names and addresses:

Gregory L. Holzer 8143 E. Indianapolis, Wichita, Kansas

32. Please give the following information about yourself:

NAME Holzer (Last Name) Kenneth (First Name) Dean (Middle Name)

ADDRESS 3024 Wycliff DR. SE (Street) Grand Rapids (City) ___ (Zone) Mich. (State)

TELEPHONE NUMBER 949-6766 AGE 37 SEX Male

Indicate any additional information about yourself, including any special experience, which might be pertinent.

Commercial Pilot with 5000 Hours flying time
Have Been flying 20 years
Have Multi : Single Engine Ratings
and Instrument ratings w/ hundreds of
hours of night flying.

33. When and to whom did you report that you had seen the object?

17 (Day) Aug (Month) 66 (Year) Chicago ATC Center
on 127.5 M at 2245 - - pm

34. Date you completed this questionnaire:	31 Day	Aug Month	66 Year

35. Information which you feel pertinent and which is not adequately covered in the specific points of the questionnaire or a narrative explanation of your sighting.

U.S. AIR FORCE TECHNICAL INFORMATION

This questionnaire has been prepared so that you can give the U.S. Air Force as much information as possible concerning the unidentified aerial phenomenon that you have observed. Please try to answer as many questions as you possibly can. The information that you give will be used for research purposes. Your name will *not* be used in connection with any statements, conclusions, or publications without your permission. We request this personal information so that if it is deemed necessary, we may contact you for further details.

1. When did you see the object?

16th August 1966
Day Month Year

2. Time of day: 10 : 45
Hour Minutes

(Circle One): A.M. or [✓ P.M.]

3. Time Zone:

(Circle One):
a. Eastern
[✓ b. Central]
c. Mountain
d. Pacific
e. Other 3

(Circle One):
[✓ a. Daylight Saving]
b. Standard

"Daylight Saving"

4. Where were you when you saw the object?

105 S Lakewood Rd. Duluth Minn St Louis
Nearest Postal Address — City or Town — State or County

5. How long was object in sight? (Total Duration) ___ Hours 3 Minutes ___ Seconds

a. Certain
[✓ b. Fairly certain]
c. Not very sure
d. Just a guess

5.1 How was time in sight determined? Left town at 10:35, and drive normally takes 20 minutes in going home. We were 2 miles from home when object was sighted.

5.2 Was object in sight continuously? [✓ Yes] ____ No ____

6. What was the condition of the sky?

DAY
a. Bright
b. Cloudy

[✓ NIGHT]
a. Bright
b. Cloudy

There was no moon and sky was [illegible] [illegible] have [illegible] [illegible] it. Stars were unusually [illegible] [illegible] [illegible] [illegible] all around. There wasn't a cloud above.

7. IF you saw the object during DAYLIGHT, where was the SUN located as you looked at the object?

(Circle One):
a. In front of you
b. In back of you
c. To your right
d. To your left
e. Overhead
f. Don't remember

✓

FORM FTD OCT 62 164 This form supersedes FTD 164, Jul 61, which is obsolete.

8. IF you saw the object at NIGHT, what did you notice concerning the STARS and MOON?

8.1 STARS (*Circle One*):

a. None
b. A few
c. Many
d. Don't remember

there were millions of bright stars visible and many were [illegible] falling around

8.2 MOON (*Circle One*):

a. Bright moonlight
b. Dull moonlight
c. No moonlight – pitch dark
d. Don't remember

no moon was present

9. What were the weather conditions at the time you saw the object?

CLOUDS (*Circle One*):

[✓ a. Clear sky]
b. Hazy
c. Scattered clouds
d. Thick or heavy clouds

no clouds

WEATHER (*Circle One*):

a. Dry
b. Fog, mist, or light rain
c. Moderate or heavy rain
d. Snow
e. Don't remember

Fog was around at [illegible]

10. The object appeared: (*Circle One*):

[✓ a. Solid]
[✓ b. Transparent]
[✓ c. Vapor]
[✓ d. As a light]
e. Don't remember

all [illegible] through these four stages

11. If it appeared as a light, was it brighter than the brightest stars? (*Circle One*):

a. Brighter
b. Dimmer
c. About the same
d. Don't know

It appeared faint at times and shined in eyes at times [illegible] it was blinding at times

11.1 Compare brightness to some common object:

like lamp or light used in photography studio

12. The edges of the object were:

(*Circle One*):
a. Fuzzy or blurred at times
b. L~~ike a bright st~~ar
c. Sharply outlined at times
d. Do~~n't remem~~ber
e. Other ______

13. Did the object: (*Circle One for each question*)

a. Appear to stand still at any time? yes	[✓ Yes]	No	Don't know
b. Suddenly speed up and rush away at any time? yes	[✓ Yes]	No	Don't know
c. Break up into parts or explode?	[✓ Yes]	No	Don't know
d. Give off smoke?	Yes	[✓ No]	Don't know
e. Change brightness?	[✓ Yes]	No	Don't know
f. Change shape?	[✓ Yes]	No	Don't know
g. Flash or flicker?	Yes	[✓ No]	Don't know
h. Disappear and reappear?	Yes	[✓ No]	Don't know

14. Did the object disappear while you were watching it? If so, how?

Disappearing at a high rate of speed as the object came directly for car. Did not witness its take off.

15. Did the object move behind something at any time, particularly a cloud? Again! there were clouds!

(Circle One): Yes No Don't Know. IF you answered YES, then tell what it moved behind: a form of green gasses from time to time which gave the object a hazy appearance.

16. Did the object move in front of something at any time, particularly a cloud?

(Circle One): Yes No Don't Know. IF you answered YES, then tell what in front of: It seemed to separate itself at times from these gasses which gave it an appearance of being in the same space.

17. Tell in a few words the following things about the object:

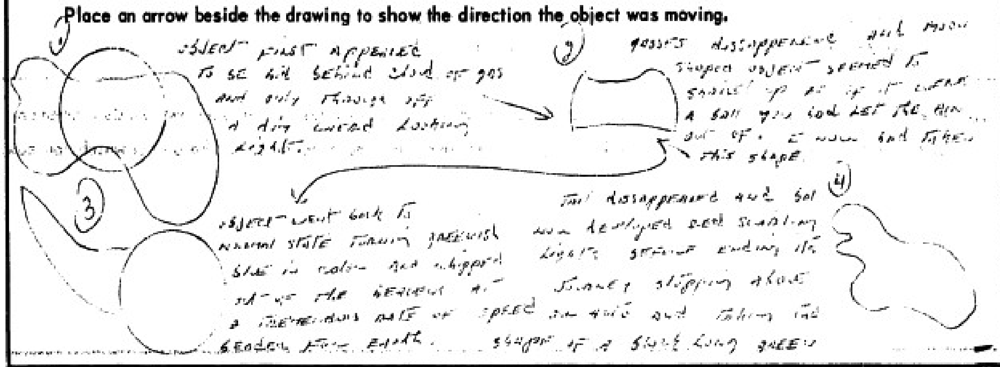
a. Sound Object was too close to make us feel like getting out of car to listen for sounds

b. Color It was a greenish blue in color and seemed to have faint red (hazy in appearance) swirling lights revolving around it.

18. We wish to know the angular size. Hold a match stick at arm's length in line with a known object and note how much of the object is covered by the head of the match. If you had performed this experiment at the time of the sighting, how much of the object would have been covered by the match head?

"None"

19. Draw a picture that will show the shape of the object or objects. Label and include in your sketch any details of the object that you saw such as wings, protrusions, etc., and especially exhaust trails or vapor trails. Place an arrow beside the drawing to show the direction the object was moving.


1
Object first appeared to be hid behind cloud of gas and only through off a dim weird looking light.
2
gasses disappearing and moon shaped object seemed to shrink up as if it were a ball you had let the air out of. it would had taken this shape.
3
Object went back to normal state turning greenish blue in color and whipped out of the heavens at a tremendous rate of speed and heading for earth.
4
Tail disappeared and ball now developed red swirling lights seeming ending its journey slipping along and taking the shape of a [illegible] long green

a green tail followed cloud of gasses

20. Do you think you can estimate the speed of the object?

(Circle One) Yes No thousands of miles an hour

IF you answered YES, then what speed would you estimate? impossible to say exactly

21. Do you think you can estimate how far away from you the object was?

(Circle One) Yes No It first appeared as being the same distance away as the moon, and just a speck in the night skies in no time.

IF you answered YES, then how far away would you say it was? __________

22. Where were you located when you saw the object? (Circle One):

- a. Inside a building
- [✓ b. In a car]
- c. Outdoors
- d. In an airplane (type)
- e. At sea
- f. Other __________

23. Were you (Circle One)

- a. In the business section of a city?
- [✓ b. In the residential section of a city?] Fairly populated area
- c. In open countryside?
- d. Near an airfield?
- e. Flying over a city?
- f. Flying over open country?
- g. Other __________

24. IF you were MOVING IN AN AUTOMOBILE or other vehicle at the time, then complete the following questions:

24.1 What direction were you moving? *(Circle One)*

[✓ a. North]	c. East	e. South	g. West
b. Northeast	d. Southeast	f. Southwest	h. Northwest

24.2 How fast were you moving? 30 miles per hour.

24.3 Did you stop at any time while you were looking at the object?

(Circle One) [✓ Yes] No

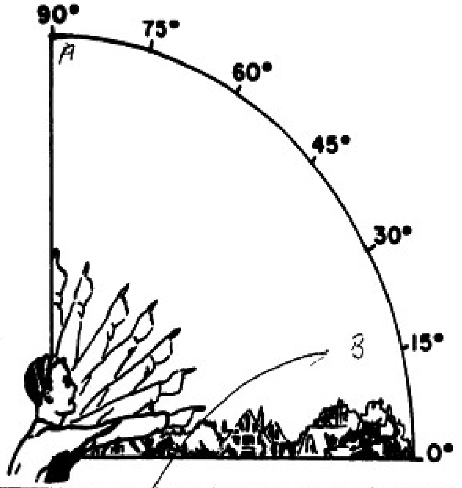
25. Did you observe the object through any of the following?

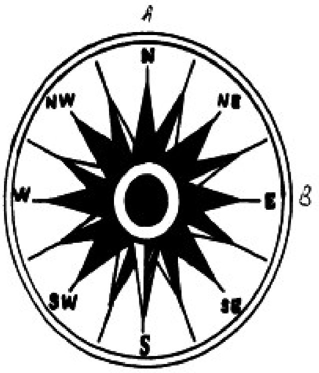
a. Eyeglasses	Yes	No	e. Binoculars	Yes	No
b. Sun glasses	Yes	No	f. Telescope	Yes	No
[✓ c. Windshield] untinted	[✓ Yes]	No	g. Theodolite	Yes	No
d. Window glass	Yes	No	h. Other __________		

26. In order that you can give as clear a picture as possible of what you saw, describe in your own words a common object or objects which, when placed up in the sky, would give the same appearance as the object which you saw.

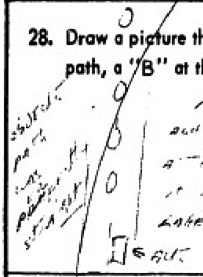
It would be impossible to do this as the object appeared as something never before. Something you would see and yet wasn't real.

27. In the following sketch, imagine that you are at the point shown. Place an "A" on the curved line to show how high the object was above the horizon (skyline) when you *first* saw it. Place a "B" on the same curved line to show how high the object was above the horizon (skyline) when you *last* saw it. Place an "A" on the compass when you *first* saw it. Place a "B" on the compass where you *last* saw the object.

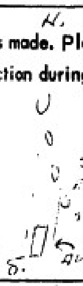




28. Draw a picture that will show the motion that the object or objects made. Place an "A" at the beginning of the path, a "B" at the end of the path, and show any changes in direction during the course.



Road ran north and South and we first viewed the object with 90 degree angle and it was directly in line with Lakeland Rd.



When I cut off my headlights, object would start going off course in easterly direction. Object would go back to its normal path when I put headlights back on.

29. IF there was MORE THAN ONE object, then how many were there? /

Draw a picture of how they were arranged, and put an arrow to show the direction that they were traveling.

Object started to wobble as it neared the point which appeared to be [illegible] [illegible] [illegible] [illegible] [illegible] right [illegible] [illegible] windshield.

30. Have you ever seen this, or a similar object before. If so give date or dates and location.

NO

31. Was anyone else with you at the time you saw the object? (Circle One) [✓ Yes] No

31.1 IF you answered YES, did they see the object too? (Circle One) [✓ Yes] No

31.2 Please list their names and addresses:

Sally Ann Luhm - 720 Lakewood Rd. Duluth Minn

also Pam - Debbie Lind — 21909 Lanark St.
Canoga Park - Calif

32. Please give the following information about yourself:

NAME Luhm	James	Hamilton
Last Name	First Name	Middle Name

ADDRESS 720 Lakewood Rd.	Duluth	4	Minn
Street	City	Zone	State

TELEPHONE NUMBER 525-[illegible] AGE ~~[illegible]~~ 23 SEX M

Indicate any additional information about yourself, including any special experience, which might be pertinent.

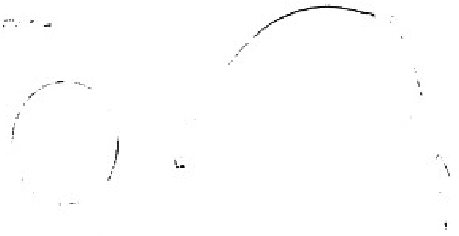
33. When and to whom did you report that you had seen the object? [illegible] Police

August 10th	August	66
Day	Month	Year

34. Date you completed this questionnaire: Sept - 1 - 66
Day Month Year

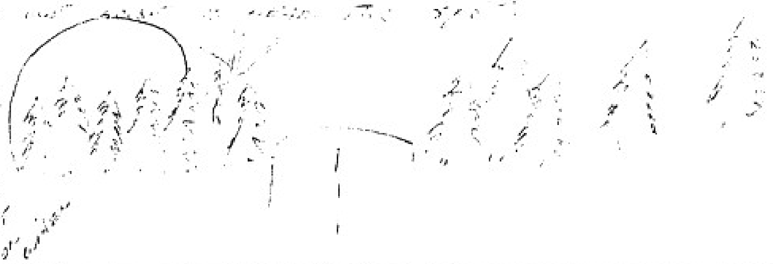
35. Information which you feel pertinent and which is not adequately covered in the specific points of the questionnaire or a narrative explanation of your sighting.

I do believe the object was controlled by some force and as the force [illegible] [illegible] [illegible] [illegible] [illegible] appeared [illegible] [illegible] [illegible]



Jet was passing it as object went [illegible] and plane made [illegible] a [illegible] [illegible] as [illegible] shape [illegible] [illegible] view of a closer

We drove 1/2 miles up road going north from spot where we first viewed object from and stopped the car turning off lights.
This time the object seemed to come right up from behind the trees and appeared like an early morning sun only was not a light which glided up [illegible] and [illegible] a [illegible] [illegible] [illegible] as if someone had thrown a light switch. Could not [illegible] [illegible] the spot.



object was white and appeared to be 50 [illegible] wide or [illegible]

U.S. AIR FORCE TECHNICAL INFORMATION

This questionnaire has been prepared so that you can give the U.S. Air Force as much information as possible concerning the unidentified aerial phenomenon that you have observed. Please try to answer as many questions as you possibly can. The information that you give will be used for research purposes. Your name will not be used in connection with any statements, conclusions, or publications without your permission. We request this personal information so that if it is deemed necessary, we may contact you for further details.

1. When did you see the object?

16th (Day) Aug. (Month) 1966 (Year)

2. Time of day: 10 (Hour) 45 (Minutes)

(Circle One): A.M. or [✓ P.M.]

3. Time Zone:

(Circle One):
a. Eastern
[✓ b. Central]
c. Mountain
d. Pacific
e. Other Central

(Circle One):
[✓ a. Daylight Saving]
b. Standard

4. Where were you when you saw the object?

Lakewood Rd (100 Block) (Nearest Postal Address) Duluth (City or Town) St. Louis, Minn (State or County)

5. How long was object in sight? (Total Duration) approx- (Hours) 2 (Minutes) ____ (Seconds)

a. Certain
[✓ b. Fairly certain]
c. Not very sure
d. Just a guess

5.1 How was time in sight determined? Left town around 10:30 and always get home between 15 to 20 minutes later

5.2 Was object in sight continuously? [✓ Yes] ____ No. ____ in various forms

6. What was the condition of the sky?

DAY
a. Bright
b. Cloudy

[✓ NIGHT]
a. Bright
b. Cloudy

The sky was very dark and many shooting stars were seen. No moon and so hazy object was quite noticeable

7. IF you saw the object during DAYLIGHT, where was the SUN located as you looked at the object?

(Circle One):
a. In front of you
b. In back of you
c. To your right
d. To your left
e. Overhead
f. Don't remember

FTD FORM OCT 62 164 This form supersedes FTD 164, Jul 61, which is obsolete.

8. IF you saw the object at NIGHT, what did you notice concerning the STARS and MOON?

8.1 STARS *(Circle One)*:

a. None
b. A few
[✓ c. Many]
d. Don't remember

8.2 MOON *(Circle One)*:

a. Bright moonlight
b. Dull moonlight
[✓ c. No moonlight – pitch dark]
d. Don't remember

9. What were the weather conditions at the time you saw the object?

CLOUDS *(Circle One)*:

a. Clear sky
[✓ b. Hazy] around object otherwise clear sky
c. Scattered clouds
d. Thick or heavy clouds

WEATHER *(Circle One)*:

[✓ a. Dry] and warm
b. Fog, mist, or light rain
c. Moderate or heavy rain
d. Snow
e. Don't remember

10. The object appeared: *(Circle One)*:

a. Solid
b. Transparent
c. Vapor
[✓ d. As a light]
e. Don't remember

11. If it appeared as a light, was it brighter than the brightest stars? *(Circle One)*:

[✓ a. Brighter] and gradually bigger but yet hazy at times
b. Dimmer
c. About the same
d. Don't know

11.1 Compare brightness to some common object:

like a big star only a direct light almost as if facing just the car - almost as a sunlamp.

12. The edges of the object were:

(Circle One):
[✓ a. Fuzzy or blurred] at first & at end.
b. Like a bright star
[✓ c. Sharply outlined] ~~after~~ during its stage of changing motion
d. Don't remember
e. Other

13. Did the object: *(Circle One for each question)*

a. Appear to stand still at any time?	[✓ Yes]	No	Don't know
b. Suddenly speed up and rush away at any time?	[✓ Yes]	No	Don't know
c. Break up into parts or explode?	[✓ Yes]	No	Don't know
d. Give off smoke?	Yes	[✓ No]	Don't know
e. Change brightness?	[✓ Yes]	No	Don't know
f. Change shape?	[✓ Yes]	No	Don't know
g. Flash or flicker?	Yes	[✓ No]	Don't know
h. Disappear and reappear?	Yes	[✓ No]	Don't know

14. Did the object disappear while you were watching it? If so, how? No, we were so scared we drove in Reverse and never whitnessed the objects disappearing.

15. Did the object move behind something at any time, particularly a cloud?

(Circle One): Yes [✓ No] Don't Know. IF you answered YES, then tell what it moved behind: I didn't ~~see~~ notice it as ~~[illegible]~~ it was towards the end: and I just wanted to get away.

16. Did the object move in front of something at any time, particularly a cloud?

(Circle One): [✓ Yes] No Don't Know. IF you answered YES, then tell what in front of: It took ~~my~~ many shapes & sizes while changing color almost looking like a gas of some kind.

17. Tell in a few words the following things about the object:

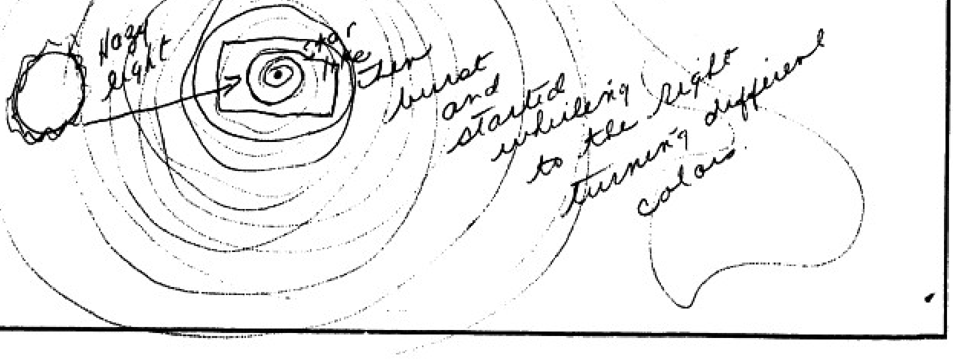
a. Sound None as our car windows were closed from fear and my neices were screaming too loud.

b. Color Blue and green colors with hint of Red whirling but blending into one another almost like finger paints.

18. We wish to know the angular size. Hold a match stick at arm's length in line with a known object and note how much of the object is covered by the head of the match. If you had performed this experiment at the time of the sighting, how much of the object would have been covered by the match head?

It was too large an object to ever compare with a match stick. The match stick would not hinder seeing it at all!

19. Draw a picture that will show the shape of the object or objects. Label and include in your sketch any details of the object that you saw such as wings, protrusions, etc., and especially exhaust trails or vapor trails. Place an arrow beside the drawing to show the direction the object was moving.


Hazy light
star like
then burst and started whirling to the right turning different colors.

20. Do you think you can estimate the speed of the object?

(Circle One) Yes [✓ No]

IF you answered YES, then what speed would you estimate? ____________

21. Do you think you can estimate how far away from you the object was? It seemed almost as if were right above us at the end but could have been many miles away

(Circle One) Yes [✓ No]

IF you answered YES, then how far away would you say it was? miles away

22. Where were you located when you saw the object? *(Circle One)*:

- a. Inside a building
- [✓ b. In a car]
- [✓ c. Outdoors]
- d. In an airplane (type)
- e. At sea
- f. Other ____________

23. Were you *(Circle One)*

- a. In the business section of a city?
- b. In the residential section of a city?
- [✓ ~~c. In open countryside?~~] with few houses around
- d. Near an airfield?
- e. Flying over a city?
- f. Flying over open country?
- g. Other ____________

24. IF you were MOVING IN AN AUTOMOBILE or other vehicle at the time, then complete the following questions:

24.1 What direction were you moving? *(Circle One)*

[✓ a. North]	c. East	e. South	g. West
b. Northeast	d. Southeast	f. Southwest	h. Northwest

24.2 How fast were you moving? 30-35 miles per hour.

24.3 Did you stop at any time while you were looking at the object?

(Circle One) [✓ Yes] No as soon as we saw it.

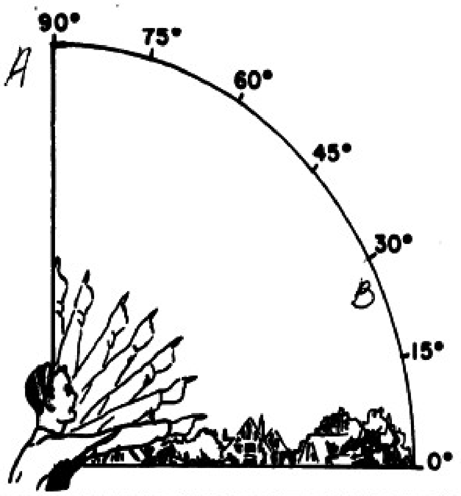
25. Did you observe the object through any of the following?

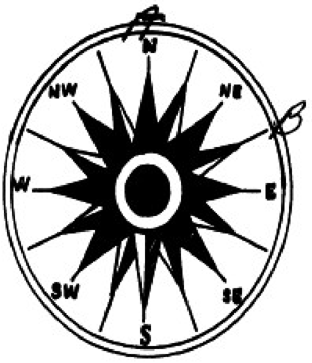
a. Eyeglasses	Yes	[✓ No]	e. Binoculars	Yes	[✓ No]
b. Sun glasses	Yes	[✓ No]	f. Telescope	Yes	[✓ No]
[✓ c. Windshield]	[✓ Yes]	No	g. Theodolite	Yes	[✓ No]
d. Window glass	Yes	[✓ No]	h. Other ____________		

26. In order that you can give as clear a picture as possible of what you saw, describe in your own words a common object or objects which, when placed up in the sky, would give the same appearance as the object which you saw.

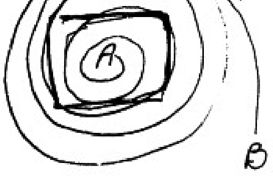
~~None~~ could give the appearance that it was nothing this as I've never seen anything like this before. I thought I was going to see the "Second Coming of Christ!"

27. In the following sketch, imagine that you are at the point shown. Place an "A" on the curved line to show how high the object was above the horizon (skyline) when you *first* saw it. Place a "B" on the same curved line to show how high the object was above the horizon (skyline) when you *last* saw it. Place an "A" on the compass when you *first* saw it. Place a "B" on the compass where you *last* saw the object.





28. Draw a picture that will show the motion that the object or objects made. Place an "A" at the beginning of the path, a "B" at the end of the path, and show any changes in direction during the course.



29. IF there was MORE THAN ONE object, then how many were there? only 1

Draw a picture of how they were arranged, and put an arrow to show the direction that they were traveling.

30. Have you ever seen this, or a similar object before. If so give date or dates and location.

no

31. Was anyone else with you at the time you saw the object? *(Circle One)* [✓ Yes] No

31.1 IF you answered YES, did they see the object too? *(Circle One)* [✓ Yes] No

31.2 Please list their names and addresses:

Pamela Jean Lind Canoga Park (nieces)
Debra Lee Lind Canoga Park
Jimmy Luhm 720 Lakewood

32. Please give the following information about yourself:

NAME Luhm (Last Name) Sally (First Name) Ann (Middle Name)

ADDRESS 720 Lakewood Rd (Street) Duluth (City) 4 (Zone) Minn (State)

TELEPHONE NUMBER 525-4641 AGE 20 SEX F

Indicate any additional information about yourself, including any special experience, which might be pertinent.

33. When and to whom did you report that you had seen the object?

Aug 16th 1966 (Day) (Month) (Year) Brother telephoned Duluth city police

34. Date you completed this questionnaire: 8th ~~Oct~~ Sept '66.!
Day Month Year

35. Information which you feel pertinent and which is not adequately covered in the specific points of the questionnaire or a narrative explanation of your sighting.

After we were almost home again we went a little above our house (higher than where we saw the object before) and turned off the motor and lights and a few minutes later we saw a light from the right of the countryside as far as we could see, to as far as we could see ~~the~~ to the left ~~when~~ ~~than~~ ~~was~~ when all of a sudden it seemed to light up the whole sky as if something blew up. We then left again as my nieces were saying, "you're crazy to stay here. I want to go home NOW!" and screaming at the top of their lungs.

U.S. AIR FORCE TECHNICAL INFORMATION

This questionnaire has been prepared so that you can give the U.S. Air Force as much information as possible concerning the unidentified aerial phenomenon that you have observed. Please try to answer as many questions as you possibly can. The information that you give will be used for research purposes. Your name will *not* be used in connection with any statements, conclusions, or publications without your permission. We request this personal information so that if it is deemed necessary, we may contact you for further details.

1. When did you see the object?

16th

Tuesday | Aug. | 66

Day | Month | Year

2. Time of day: 10 Hour 30 Minutes

(Circle One): A.M. or [✓ P.M.]

3. Time Zone:

(Circle One):
- a. Eastern
- [✓ b. Central]
- c. Mountain
- d. Pacific
- e. Other ______

(Circle One):
- [✓ a. Daylight Saving]
- b. Standard

4. Where were you when you saw the object?

4501 Gladstone — Nearest Postal Address

Duluth — City or Town

Minn — State or County

5. How long was object in sight? (Total Duration) ______ Hours 10 Minutes ______ Seconds

- a. Certain
- [✓ b. Fairly certain]
- c. Not very sure
- d. Just a guess

5.1 How was time in sight determined? time it took to arrive home.

5.2 Was object in sight continuously? Yes ✓ No ____

6. What was the condition of the sky?

DAY
- a. Bright
- b. Cloudy

NIGHT
- [✓ a. Bright]
- b. Cloudy

7. IF you saw the object during DAYLIGHT, where was the SUN located as you looked at the object?

(Circle One):
- a. In front of you
- b. In back of you
- c. To your right
- d. To your left
- e. Overhead
- f. Don't remember

FTD FORM OCT 62 164 This form supersedes FTD 164, Jul 61, which is obsolete.

8. IF you saw the object at NIGHT, what did you notice concerning the STARS and MOON?

8.1 STARS *(Circle One)*:

a. None
b. A few
[✓ c. Many]
d. Don't remember

8.2 MOON *(Circle One)*:

a. Bright moonlight
b. Dull moonlight
[✓ c. No moonlight] pitch dark
d. Don't remember

9. What were the weather conditions at the time you saw the object?

CLOUDS *(Circle One)*:

[✓ a. Clear sky]
b. Hazy
c. Scattered clouds
d. Thick or heavy clouds

WEATHER *(Circle One)*:

[✓ a. Dry]
b. Fog, mist, or light rain
c. Moderate or heavy rain
d. Snow
e. Don't remember

10. The object appeared: *(Circle One)*:

a. Solid
b. Transparent
c. Vapor
[✓ d. As a light]
e. Don't remember

11. If it appeared as a light, was it brighter than the brightest stars? *(Circle One)*:

[✓ a. Brighter]
b. Dimmer
c. About the same
d. Don't know

11.1 Compare brightness to some common object: street light.

12. The edges of the object were:

(Circle One):
[✓ a. Fuzzy or blurred]
b. Like a bright star
c. Sharply outlined
d. Don't remember
c. Other

13. Did the object: *(Circle One for each question)*

ALL

a. Appear to stand still at any time?	[✓ Yes]	No	Don't know
b. Suddenly speed up and rush away at any time?	Yes	[✓ No]	Don't know
c. Break up into parts or explode?	Yes	[✓ No]	Don't know
d. Give off smoke?	Yes	[✓ No]	Don't know
e. Change brightness?	[✓ Yes]	No	Don't know
f. Change shape?	[✓ Yes]	No	Don't know
g. Flash or flicker?	Yes	[✓ No]	Don't know
h. Disappear and reappear?	Yes	[✓ No]	Don't know

14. Did the object disappear while you were watching it? If so, how?

As we came closer it seemed to fade away.

15. Did the object move behind something at any time, particularly a cloud?

(Circle One): Yes [✓ No] Don't Know. IF you answered YES, then tell what it moved behind: ____________________

16. Did the object move in front of something at any time, particularly a cloud?

(Circle One): Yes [✓ No] Don't Know. IF you answered YES, then tell what in front of: ____________________

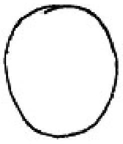
17. Tell in a few words the following things about the object:

a. Sound No sound

b. Color Red. to arange

18. We wish to know the angular size. Hold a match stick at arm's length in line with a known object and note how much of the object is covered by the head of the match. If you had performed this experiment at the time of the sighting, how much of the object would have been covered by the match head?

19. Draw a picture that will show the shape of the object or objects. Label and include in your sketch any details of the object that you saw such as wings, protrusions, etc., and especially exhaust trails or vapor trails. Place an arrow beside the drawing to show the direction the object was moving.



It just seemed to fade.

20. Do you think you can estimate the speed of the object?

(Circle One) Yes [✓ No]

IF you answered YES, then what speed would you estimate? ____________

21. Do you think you can estimate how far away from you the object was?

(Circle One) [✓ Yes] No

IF you answered YES, then how far away would you say it was? 200 yds.

22. Where were you located when you saw the object? (Circle One):

a. Inside a building
b. In a car
[✓ c. Outdoors]
d. In an airplane (type)
e. At sea
f. Other ____________

23. Were you (Circle One)

a. In the business section of a city?
[✓ b. In the residential section of a city?]
c. In open countryside?
d. Near an airfield?
e. Flying over a city?
f. Flying over open country?
g. Other ____________

24. IF you were MOVING IN AN AUTOMOBILE or other vehicle at the time, then complete the following questions:

24.1 What direction were you moving? (Circle One)

a. North c. East e. South g. West
b. Northeast d. Southeast f. Southwest h. Northwest

24.2 How fast were you moving? ____________ miles per hour.

24.3 Did you stop at any time while you were looking at the object?

(Circle One) Yes No

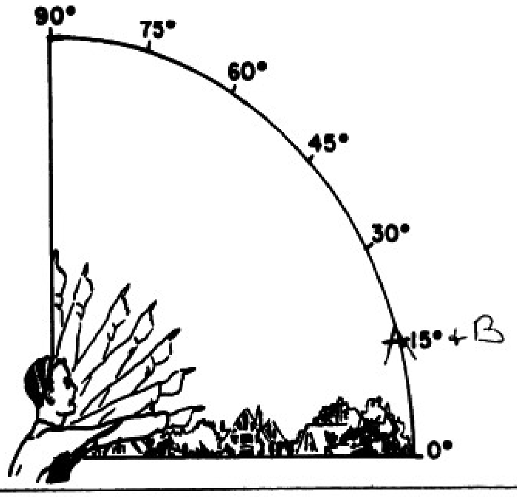
25. Did you observe the object through any of the following?

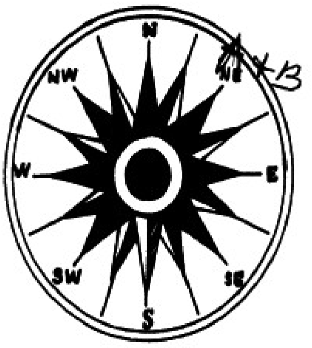
a. Eyeglasses	Yes	[✓ No]	e. Binoculars	Yes	[✓ No]
b. Sun glasses	Yes	[✓ No]	f. Telescope	Yes	[✓ No]
c. Windshield	Yes	[✓ No]	g. Theodolite	Yes	[✓ No]
d. Window glass	Yes	[✓ No]	h. Other Naked eye		

26. In order that you can give as clear a picture as possible of what you saw, describe in your own words a common object or objects which, when placed up in the sky, would give the same appearance as the object which you saw.

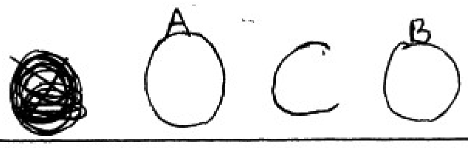
The moon only larger,

27. In the following sketch, imagine that you are at the point shown. Place an "A" on the curved line to show how high the object was above the horizon (skyline) when you *first* saw it. Place a "B" on the same curved line to show how high the object was above the horizon (skyline) when you *last* saw it. Place an "A" on the compass when you *first* saw it. Place a "B" on the compass where you *last* saw the object.





28. Draw a picture that will show the motion that the object or objects made. Place an "A" at the beginning of the path, a "B" at the end of the path, and show any changes in direction during the course.



29. IF there was MORE THAN ONE object, then how many were there? ____________________

Draw a picture of how they were arranged, and put an arrow to show the direction that they were traveling.

30. Have you ever seen this, or a similar object before. If so give date or dates and location.

NO

31. Was anyone else with you at the time you saw the object? *(Circle One)* [✓ Yes] No

31.1 IF you answered YES, did they see the object too? *(Circle One)* [✓ Yes] No

31.2 Please list their names and addresses:

Bob LaPine, 1403 N 47 AVE. E.

32. Please give the following information about yourself:

NAME Adelson (Last Name) Michael (First Name) Harry (Middle Name)

ADDRESS 4606 Jay St. (Street) Duluth (City) 55804 (Zone) Minn (State)

TELEPHONE NUMBER JA5-2570 AGE [redacted] 15 SEX M

Indicate any additional information about yourself, including any special experience, which might be pertinent.

33. When and to whom did you report that you had seen the object?

17 (Day) 8 (Month) 66 (Year)

Sage bldg. - Man in charge of UFO

34. Date you completed this questionnaire: 1 Day 9 Month 66 Year

35. Information which you feel pertinent and which is not adequately covered in the specific points of the questionnaire or a narrative explanation of your sighting.

the object seemed not to have any direct course. it just seemed to fade as we got closer to it.

there was no movement or sound that could be heard. this is all that can be told as I remember it..

I hope this will help.

Mike.

P.S. I don't believe in flying saucers

UNIDENTIFIED FLYING OBJECT REPORT

Date received: 2045/18 Aug 66
Mrs Adelson, civilian

I. Description of Object

A. Round.
B. Little bigger than a full moon.
C. Orange.
D. One.
E. N/A.
F. Edges were fuzzy and seemed to be in motion.
G. None.
H. No sound.
I. Light in ball seemed to be in motion with red tinges showing up at times.

II. Description of Course of Object

A. Light thru trees attracted their attention. At first thought it was moon that had suddenly sprung up.
B. About 30° above horizon directly in front of them as they walked north up 45th Avenue.
C. Faded out while remaining stationary in sky.
D. Stationary.
E. As in para C.
F. ABout 10 min.

III. MANNER OF OBSERVATION

A. Visual.

IV. TIME AND DATE OF SIGHTING

(30

A. 0330, 17 Aug.
B. Night.

V. LOCATION OF OBSERVERS

A. 9202W 4649N.
B. 45th Avenue East and Jay Street; Duluth, Minn.

VI. Identifying Info of All Observers

Mike Adelson - 4606 Jay St; student; age 15; Duluth, Minn.
Bob Lepine
Craig Berdie

Remarks

Mrs. Adelson phoned initially and stated the boys had arrived home on the evening in question and reported to her and her husband the sighting of the UFO. It wasn't 'till the next day were they aware of the other sightings. The time and direction checks out closely with Mr. Luhm's sighting in the approximate vicinity.

Send 164

31 August 66

Conversation with Mr. Chamberman, FAA (551-1560 ex-8700) said he received his radar contact information from the Chicago center. Radar contact was noted of an unidentified object over the Milwaukee area. Mr. Chamberman gave his information to Lt. Howe for the report from Truax Field.

Conversation with Mr. Irwin, Chief Controler, Chicago Center, (897-2061) failed to pinpoint any observerance of an unidentified object on their radar scopes about 0355Z 17 August 66. Mr. Irwin checked with those persons on duty and the records. He suggested I contact the Milwaukee sector and see if they had anything unidentified on their scopes.

Contact was made with Lt. Howe (551-1560) Truax Field. He said that it could have been an aircraft. The Chicago center only tracks certain aircraft; the ones that file IFR. Balloons, private aircraft, etc. are not tracked by Chicago center. These type of objects would appear unknown on the radar scopes at the Chicago center

2 Sept. 66

Conversation with Mr. Chamberman, Truax Field, He said to call Milwaukee sector (Mr. Bukman) about the sighting. He (Mr. Chamberman) said he had gotten his information from the Chicago Center. Note- Mr. Irwin, Chicago Center, reported negative radar contact with UFO on or about 0355Z 17 August 66.

6 Sept. 66

Called Milwaukee sector for a Mr. Bukman. They knew of no such man. Milwaukee sector said that if there was anything unidentified on their scopes they would know of it; they knew nothing. No one knew of anything being reported unidentified on their scopes. Mr. Bukman's alleged number is 414- 7448720.

19 Sept. 66

Ray 4843

Contact with Mr. McVay, NASA, Goddard Space Flight Center, Maryland regarding the observance of UFOs over nothhern Minn. Requested information on Barium Cloud Releases at Fort Churchill, Canada.

On 16 August 66 the Germans were participating in several experiments over the Fort Churchill area. At 2239 CDT there was a rocket that departed Fort Churchill and reached an altitude of about 247 stature miles. Started with a brilliant red color then to violet and finally to a greenish-blue. The phenomena could have been visible for up to one hour depending on the altitude of the sighting.

Additional information can be gotten from the below:

Mr. R. MacGibbon
Chief Operations
Churchill Research Range
Fort Churchill, Manitoba, Canada

Mr. Karl Medrow
Sounding Rocket Division ex 4813
NASA, Goddard Space Flight Center,
Greenbelt, Maryland, 20771

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 20TH AIR DIVISION (ADC)
TRUAX FIELD, WISCONSIN 53707

REPLY TO ATTN OF: 20-OIN

22 Aug 66

SUBJECT: UFO Sighting Sketches

TO: AFSC (FTD)
Wright-Patterson AFB, Ohio 45433

1. Reference: 20-OIN Message 22413, dated 18 Aug 66.

2. Attached are sketches by Mr. Holzer and his son of the above-mentioned sighting.

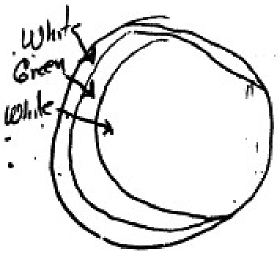
FOR THE COMMANDER

Frank L. Howe

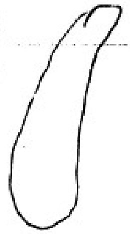
FRANK L. HOWE, 1stLt, USAF
Acting Chief, Intelligence Division

1 Atch
Sketches

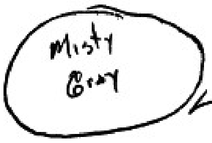
1.


White
Green
White

6



2.



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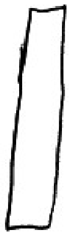

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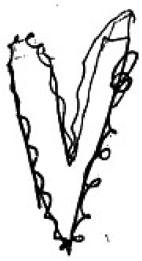

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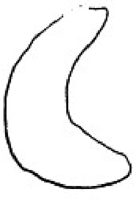
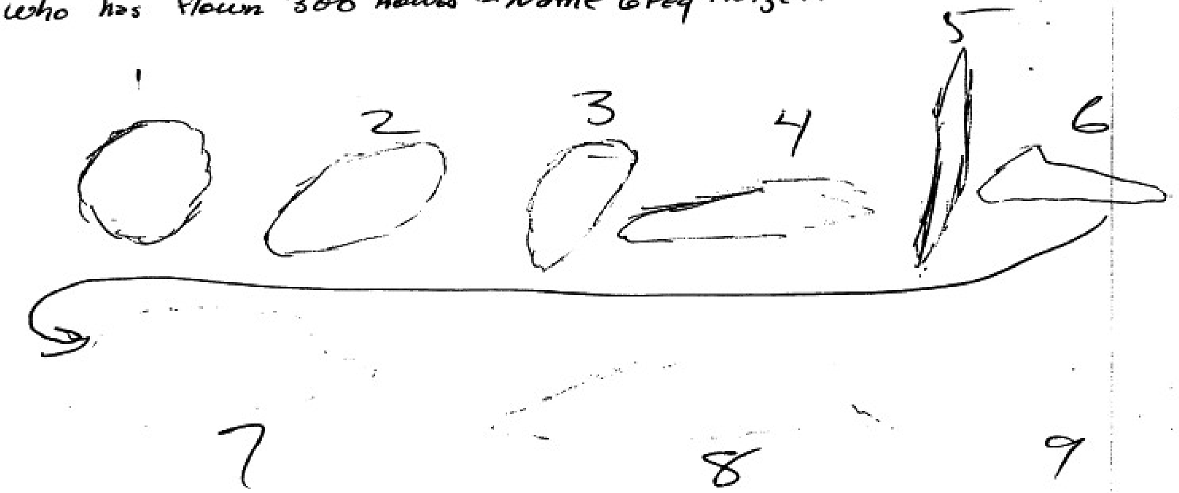


Sightings by
K.D. Holzer
at 2245 Hours
16 Aug, 66
between MKE
and Madison, Wisconsin
at 6500 MSL
Sequences 1 through
6 –
Remained in view
approximately 15 minutes

Address
Northern Air Service
Kent County Airport
Grand Rapids, Mich
PHONE
616 - 949 - 5000

Atch. 1

Sequence 1st sighting to last view
by 13 year old boy in Right seat
who has flown 300 Hours – Name "Greg Holzer."



Atch. 1 -

[illegible], Minn, August 25th, 196[illegible]

Project [illegible]

SAFSI.

Washin[illegible]

wp

Dear [illegible] [illegible] Albert H. Quie, Represe

tive of the [illegible] I received from your off

some time [illegible] Book, 1 February 1966,

which [illegible] UFO.

It is a [illegible] caused many citizens

[illegible] about the causes of them

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topic of [illegible] [illegible].

have [illegible] as to the probable actua

I also [illegible] magnetic, and in atmosph

which [illegible] very recent instances

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two is [illegible] with this letter and y

daily [illegible] witnessed Wednesday

[illegible] room window. It ha

Evening, [illegible] risen to 94°F. In the la

been [illegible] and although this temp

evening [illegible] extremely uncomforta

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warm, as [illegible] low, perhaps a pla

behind a [illegible] extremely bright light.

[illegible] glass. The colors were b

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[illegible] these phenomena s

aug 16^d [illegible] were to

Flood of UFO Reports in State

By THE ASSOCIATED PRESS

Unidentified flying objects, variously reported as bright green, red, bright blue and bluish-green, were reported in Minnesota overnight.

Employes in the control tower at the Minneapolis - St. Paul International Airport reported sighting "an object." Twin Cities radio stations received about 75 calls from persons who reported sightings. The Weather Bureau received some calls.

At the Flying Cloud Airport southwest of Minneapolis, several pilots reported noting an object. They said it settled down on an east-west runway and then zoomed up and away.

Reports of UFOs also came from areas near Crystal, Coon Rapids, Waconia, Rochester, Itasca Park and Ponsford.

Mrs. Frank Peters, of north Minneapolis, said several persons at her home saw a circle of light much brighter than a searchlight [illegible] cast on clouds.

"There it was, high in the sky, just poised there," she said. "And then it faded away into nothing."

☆ ☆ ☆

Donald Steffan of Plymouth, a Minneapolis suburb, said he saw a bluish green UFO "which seemed to be sitting sideways and the colors seemed to be going around."

Several people in the Itasca Park area told the Hubbard County sheriff's office they saw an object two to three feet in diameter 200 feet above ground. It was bright green at first, they said, and then turned red. One caller said the object appeared to be following an eastbound car on Highway 71.

Several persons also reported an object, two to three feet across, over Ponsford. It was up about 200 feet, they said, and was bright blue with a trailing blue flame.

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speed and [illegible] when the spectator gets out of t
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and [illegible] assumes assumes
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However there [illegible] disagreeable in the weather
something [illegible] high humidity and a feeli
of [illegible] excessively high. From th
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[illegible]

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objects like [illegible] ing with lights, these
can assume [illegible] parts. A com-
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new reports will be made.

[illegible] mile
[illegible] ary
[illegible] ion

[illegible] Office
E.A.G.

Schoenike

TDETR OFFICIAL READING FILE COPY

TDETR /Maj Quintanilla, Jr/70916/hl/26 Sep 66

Request for UFO Information and Sighting, Ernest Schoenike.

Hq USAF (SAFOISC) SEP 27 1966

Reference the attached letter from Ernest Schoenike providing information on unidentified flying objects. The following is a suggested reply to his letter.

a. Dear Mr. Schoenike,

It was most interesting to learn your views on probable causes of some unidentified flying object reports. We feel that many such observations are merely a result of abnormal atmospheric conditions. Such an abnormal atmospheric condition could have occurred the night of 16 August 1966, however, we do not believe this to be the primary cause of your observation.

After conferring with the Goddard Space Flight Center, Greenbelt, Maryland, we were informed that on that particular night a rocket was launched from Fort Churchill, Canada at 2239 CDT. This rocket reached an altitude of approximately 247 miles; at a somewhat lower altitude there was a barium cloud release. The colors must have been quite lovely as they began with a brilliant red color which changed to a violet followed by and ending with a greenish - blue. We were also informed that the cloud release was visible in parts of Minnesota. This was later confirmed by various tracking stations subordinate to Fort Churchill.

The Air Force received several reports from the Minnesota area regarding the observation which you refer to. After careful investigation our analysts feel that the particular research program which we mentioned was responsible for the various observations.

We wish to thank you for your interest in the UFO program and appreciated hearing from you.

FOR THE COMMANDER

W. S. Wheeler
WARREN S. WHEELER, Colonel, USAF
Deputy for Technology & Subsystems

1 Atch
Ltr, Ernest Schoenike

COORDINATION
ORIGINATOR: ________ DATED 26 Sep 66
TDETR MAJ H QUINTANILLA, JR

________ DATED 26 Sep 66
TDET

Winona, Minn., August 25th, 1966.

Project Blue Book Information Office,
SAFOI,
Washington, D.C. 20330

wp

Dear Sirs: Through the courtesy of the Hon. Albert H. Quie, Representative of the 1st District, Minnesota, Congress, I received from your office some time ago a copy of your Project, Blue Book, 1 February 1966, which treats of various phenomena, known as U.F.O.

It is a wellknown fact that these phenomena have caused many citizens to become intensely alert to them and to speculate about the causes of them. I myself have become interested in these phenomena and they are also a topic of discussion with others, and the appearances of these phenomena have made 1st page headlines in our papers.

I also have made theories for myself as to the probable actualities which I believe to be entirely in electro-magnetic, and in atmospheric fields. I shall use as illustrations two very recent instances of phenomena, which may be listed under U.F.O. The first of these two is described in the Wednesday, Aug 17th edition of our local daily, Winona Daily News (which I am sending with this letter and you may keep for filing) The second is one I witnessed Wednesday Evening, August 17 11½ P.M. from my bedroom window. It had been a hot, sultry day and the thermo had risen to 94°F. In the later evening the thermometer still showed 82°, and although this temperature is not excessively high still it was extremely uncomfortably warm, as to make sleep impossible. I looked out of the window, and beheld a fast moving object, flying quite low, perhaps a plane, noiseless, But all parts were bathed in extremely bright light and glistened like transparent polished glass. The colors were brilliant white and a deep crimson. It was an unusually beautiful spectacle, one that I had never witnessed ever before. Rushing up to the window I saw it for about 7 seconds, when, since it was flying low, it vanished because of the trees and buildings. It was headed towards the airport. My opinion that this extremely brilliant light was caused by extraordinary condition of the atmosphere. The object, whatever it was, traveling through an intensely electric or magnetic charged atmosphere became luminous without heat, somewhat on the order of the aurora borealis. The unusual part of my sighting and also the phenomena seen on Tuesday night, August 16th is that those and mine were so close

Minn.

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By THE ASSOCIATED PRESS

Unidentified flying objects, variously reported as bright green, red, bright blue and bluish-green, were reported in Minnesota overnight.

Employes in the control tower at the Minneapolis - St. Paul International Airport reported sighting "an object." Twin Cities radio stations received about 75 calls from persons who reported sightings. The Weather Bureau received some calls.

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* * *

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in time, only one day apart, so that one might conclude that similar atmospheric conditions existed (highly charged electric condition). Of course in times past meteor swarms have "collided" with the earth's atmosphere and have given us an unusual, and also a colorful spectacle. But if that is not the case then I would say that sections of the atmosphere act as large soap bubbles do. As children we used to blow, at times, which we could blow up to a large and tremendous size, when we had the right kind of soap. There were at times two or more huge ones hanging from the clay pipe, we used, each one sharply defined, and each one at a different angle from the other. And how colorful were not the reflected trees, flowers, buildings, and clouds on the surface of these bubbles. It is my opinion that the atmosphere at certain times has qualities of reflecting surfaces, and when this condition exists and these reflections, just as the surfaces of the soap bubbles are sharply divided and defined, an object with lights as a meteor or aeroplane or truck with head and taillights, would appear at one time as standing still at zero angle to the curved reflecting surface of the atmosphere then again moving and perhaps flying at a horrendous speed when it reflected at the edge of the air bubble, and when it is reflected from the next air bubble, which is set at different angle, would naturally assume a different direction suddenly and instantaneously, also a different speed and perhaps vanish suddenly when the spectator gets out of the range of the reflection. This may sound fantastic but it is possible and may be called probable; for the atmosphere assumes ~~assumes~~ reflective properties at times and mirages are not too rare occurrences. Regarding the phenomenon I saw on yonder Wednesday Evening: The atmosphere was without doubt definitely charged strongly electrically. For in that P.M. a tornado had been regarded as possible for a part of the State which also was included in our area. This tornado however did not realize. However there was something uncommonly disagreeable in the weather, something indescribably uncomfortable, high humidity and a feeling of pressure, altho the temperature was not excessively high. From this I gather that this moving object, most likely a plane, traveling at normal speed in these abnormal atmospheric conditions collected so much static electricity that it became luminous and the whole external surface of the plane was lit up in brilliant white and beautiful crimson colors. As I say, it was one of the most beautiful spectacles I ever witnessed, but the cause or causes for it make quite clear, although the deeper causes, like everything else in nature, like gravity, the seeming inexhaustible light and heat of the sun, Electricity and so on, and so on defy explanation. — So I would say, that falling meteors, and planes traveling in the ~~sky~~ atmosphere can shape up into fantastic, beautiful and also, for some people, terrifying objects, and

3) if we have conditions in the air that the airmasses reflect objects like truck., cars, trains, or an thing with lights, these can assume fantastic shapes, and unbelievable speeds. A combination of both conditions would be overwhelming to reason. Strange electric phenomena have been observed from ages past but the people before the time of Benjamin Franklin knew very little about their causes. There it is a lot to learn yet about these socalled U.F.O but I believe with more study of them most of them will be resolved and understood along the lines of electrical phenomena and of atmospheric phenomena. Your report, Project Blue Book was very interesting. Hope to hear from you again, and any new reports will be welcome Very Sincerely Yours.

Ernest G Schoenike
422 E. Broadway
Winona, Minn.
55987

Am rushing this to the Post Office
E.G.S.

Ernest G. Schoenike
422. E. Broadway
Winona, Minn.
55987.

WINONA, MN
PM
A[illegible] 25
1966
55[illegible]

Project Blue Book Information Office
SAFOI
Washington, D.C.
20330

[illegible]

[illegible]

[illegible]

2 Atchs
1. UFO Rpt, 16 Aug 66
2. Summary of Evaluation

[illegible]

[illegible] in the Fort Churchill, [illegible] Fort Churchill [illegible] the Fort Churchill [illegible] experimental [illegible]

[illegible]
Washington, D.C. 20515
(202) 225-5271

Committee:
Agriculture

[illegible]
20th District, Illinois

[illegible]
House Republican Committee
on NATO and Atlantic Community

Congreſs of the United States
House of Representatives
Washington, D.C.

October 28, 1966

Congressional Liaison Officer
Department of the Air Force

Dear Sir:

The attached communication is transmitted for your consideration.

If you will advise me of your action in this matter, I will appreciate it very much.

Thank you for your cooperation.

Sincerely yours,

Paul Findley

Paul Findley
Representative in Congress

PF:P
Enclosure
(Bunting, Dr. Thomas)

Ruttger's Bay Lake Lodge

Food Recommended By
Duncan Hines

AAA

"GOLF AT RUTTGERS"

ALEC & JACK RUTTGER
Owner - Hosts

Deerwood, Minnesota

August 19, 1966

Dear Paul:

Please excuse this enclosed recording of events on your valuable time but I thought you wouldn't be able to send this on to the most appropriate office or department for proper evaluation.

I saw this "thing" last night while fishing and though I do not believe it was an object of occupancy by "beings" I felt it was of sufficient interest to report. If it was some piece of "space junk" burning maybe it was observed correctly somewhere and it would be nice to have verification of it. When the size became larger + larger one had the impression that it was coming closer and I must say my pulse rate increased and I sat down in the boat to observe it more calmly! Sounds silly doesn't it?

Mary + the boys + I are vacationing here and having a wonderful time. The weather has been excellent. Last weekend we visited Dr + Mrs Daehlin at Fergus Falls Minnesota and the boys caught 46 crappie + bluegill in about 1 hour!!

Hello to Lori, Diane + Craig!

Thank you for reading this but + forwarding it.

Sincerely,
Tom

"For Families"

All New: Ruttger's Key's Motor Lodge - Marathon Shores, Fla.

Thomas C. Bunting, M.D.

Ruttger's Bay Lake Lodge

[illegible]
[illegible]

[illegible] 1966

[illegible]:

I wish to describe a phenomenon witnessed by myself on August 19, 1966
while fishing on Bay Lake. (Please find enclosed map
[illegible] while fishing in an open boat, I observed
At 2250 hours on 19 August 1966, which was due north of my position in
a circular bluish white misty "object" which
Bay Lake (approximately 5 miles SSE of Deerwood Minnesota). This visual observation
at first appeared in the sky to be slightly larger than a "harvest moon" and
was sighted as though above tree top level. Time 2250 hours - direction - on a line
perpendicular with the north star) [illegible]??? Sky conditions - absolutely clear
[illegible] water - calm
(enclose sheet [illegible] began to
wind - none. The [illegible] darker
revolve in a clockwise [illegible] periphery [illegible] larger
center with a bluish periphery [illegible] coming nearer. There was
and larger giving the impression [illegible]
no noise - it appeared to be much closer than the initial
impression (that of harvest moon) and was about 4 to 6 times the
diameter of the original size. The distance factor was very difficult
to evaluate but seemed closer than a previously noted "shooting star"
or previously noted "northern lights". The [illegible] bluish rotating zone
[illegible] much
gave the impression of [illegible] The
on a "pin wheel" [illegible] dimming.
activity lasted 1 to 2 minutes [illegible] aura developed
occurred research and a vertical [illegible] on the horizon ([illegible] line of vision [illegible]) for
this field and glowed [illegible]
This phenomenon did reflect in the water.
15 minutes.

"Jos. Familiar"

c/o Mr Ruttger's Key's Motor Lodge - Marathon Shores, Fla (OVER) [illegible] [illegible] it gave the impression [illegible] [illegible] of a [illegible]

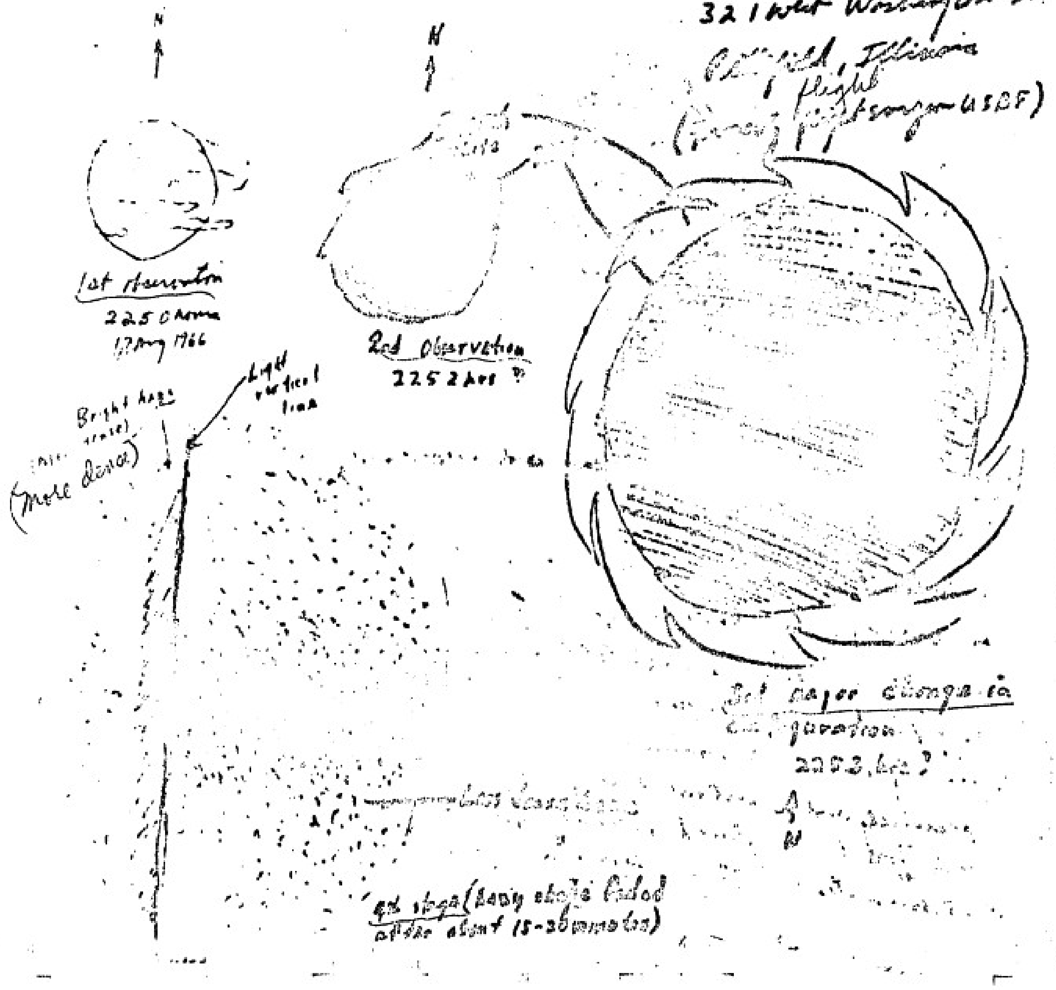
being flinch and due north-was deflected. Then as it rotated clockwise and grew larger gave the impression of coming closer I wondered if it might be some "space trash" reaching the atmosphere. There was no motion [illegible] a [illegible] hovering in the atmosphere [illegible] within [illegible] 20 miles.

[illegible] it appeared [illegible]

If this description was [illegible] I would appreciate [illegible] since it was quite interesting. I hope this will be of some help in meterological study.

Sincerely

Thomas C [illegible] M.D
321 West Washington St.
[illegible]field, Illinois
(Former flight surgeon USAF)


N
N
1st Observation
2250 hours
17 Aug 1966
2nd Observation
2252 hours ?
Light vertical line
Bright haze (more dense)
3rd major change in configuration
2253 hrs ?
N
4th stage (body shape faded after about 15-20 minutes)

MEMO ROUTING SLIP	*Never Use for Approvals, Disapprovals, Concurrences, or Similar Actions*	ACTION
1 TO TDETR/UFO	INITIALS DATE	CIRCULATE COORDINATION
2		FILE INFORMATION
3		NOTE AND RETURN PER CON-VERSATION
4		SEE ME SIGNATURE

REMARKS

This "sighting" was forwarded by Congressman Findley. In our reply to him, we said we would inform him of your findings...

bev

FROM SAF-OICC	DATE 9 Nov 66
	PHONE 79079

DD FORM 1 OCT 60 95 Replaces DD Form 94, 1 Feb 50, and DD Form 95, 1 Feb 50, which will be used until exhausted. 018—10—78279-2 GPO

MEMO ROUTING SLIP	Never Use Approvals, Disapprovals, Concur. ces, or Similar Actions	ACTION
1 TO TDETR/UFO Maj Q	INITIALS DATE	CIRCULATE COORDINATION
2		FILE INFORMATION
3	✓	NOTE AND RETURN [✓ PER CONVERSATION]
4		SEE ME SIGNATURE

REMARKS

Per our telecon (5 Dec) This is the report forwarded by Cong. Findlay – Pls rush ______

Bev

FROM	DATE
	PHONE

DD FORM 1 OCT 60 95 Replaces DD Form 94, 1 Feb 50, and DD Form 95, 1 Feb 50, which will be used until exhausted. a48—10—78279-2 GPO

Ruttger's Bay Lake Lodge

Food Recommended By
Duncan Hines

"GOLF AT RUTTGERS"

ALEC & JACK RUTTGER
Owner - Hosts
Deerwood, Minnesota

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Minnesota and the boys caught 46 crappie & bluegill in about 1 hour!!

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Tom

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All New: Ruttger's Key's Motor Lodge - Marathon Shores, Fla.

Ruttger's Bay Lake Lodge

Fred [illegible]

[illegible], 1966

[illegible] Investigation [illegible]

I wish to describe a phenomenon witnessed by myself on August 13, 1966 while fishing on Bay Lake. (Please find enclosed map)

At 2250 hours on 13 August 1966, while fishing in an open boat, I observed a circular bluish white misty "object" which was due north of my position on Bay Lake (approximately 5 miles SSE of Deerwood Minnesota). This visual observation at first appeared in the sky to be slightly larger than a "harvest moon" and was sighted as though above tree's level. Time 2250 hours - [illegible] - on a line perpendicular with [illegible]) [illegible]??? Sky conditions - absolutely clear [illegible] the surface. Water calm (surface [illegible] [illegible] began to wind-[illegible]. The [illegible] to a darker nucleus in a [illegible] center with a bluish periphery [illegible] larger and larger giving the impression [illegible] moving nearer. There was no noise - it appeared to be much closer than the initial impression [illegible] (~[illegible]) and were about 4 to 6 times the diameter of the original size. The distance factor was very difficult to evaluate but seemed closer than a previously noted "shooting star" or previously noted "northern lights". The [illegible] gave the impression of [illegible] much as a [illegible]. The [illegible] diminishing activity [illegible] were developed curved [illegible] and in vertical [illegible] (Sketch of visual observation) for this [illegible] and [illegible] 15 minutes. This phenomenon did reflect in the water.

"[illegible]"

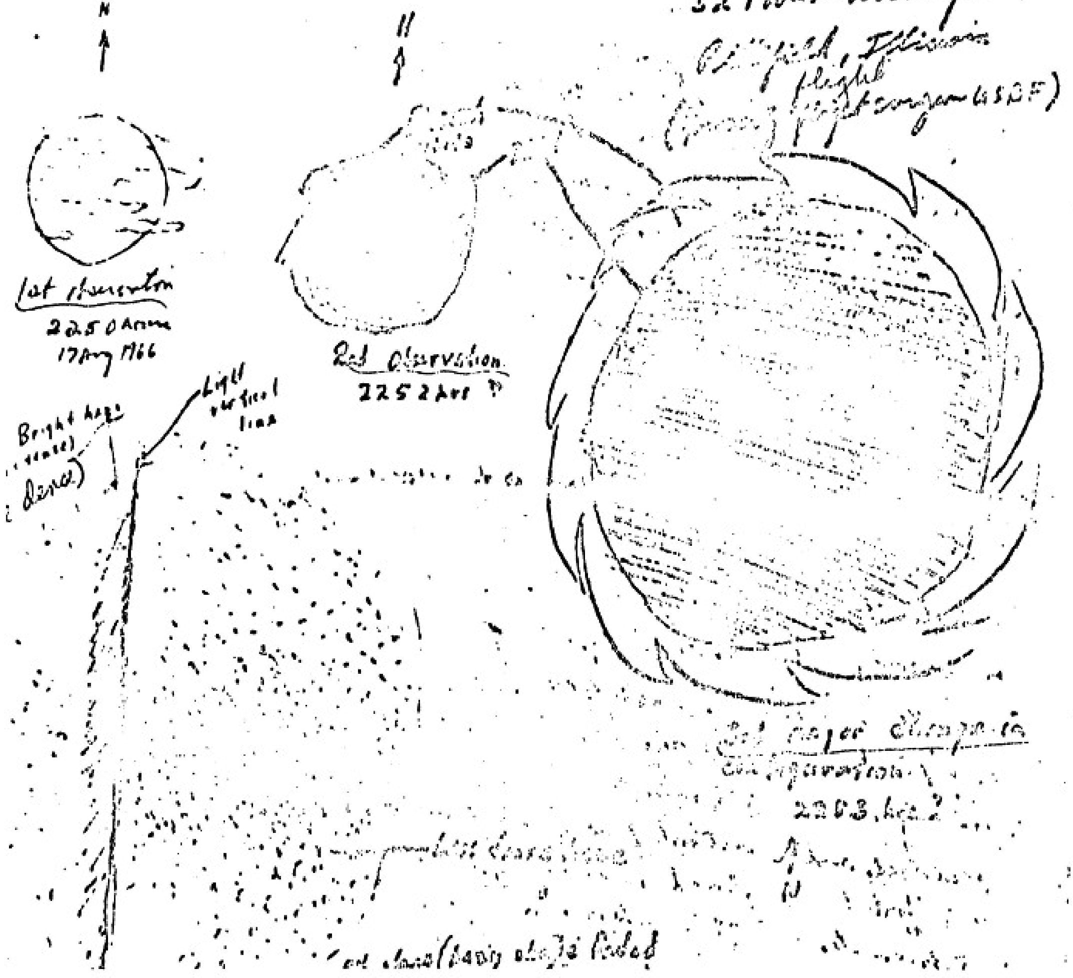
As I mentioned - my first impression was that of a [illegible] moon - [illegible] very [illegible] and [illegible] was displaced. Then as it rotated clockwise and grew larger gave the impression of coming closer I wondered if it might be some "space trash" re-entering the atmosphere. There was [illegible] motion [illegible] or a meteorite [illegible] in the atmosphere [illegible] within 15 20 miles.

[illegible] it appeared [illegible]

If the description was [illegible] I would appreciate your opinion since it was quite interesting. I hope this will [illegible] of some help in meteorological study.

Sincerely,

Thomas C Bentley M.D.
321 West Washington St.
Pittsfield, Illinois
(Former flight surgeon USAF)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1st observation
2250 [illegible]
17 Aug 1966
2nd Observation
2252 [illegible]
Bright [illegible] (dense)
Light vertical line
2nd major change in configuration
2253 [illegible]
[illegible] (body [illegible]) faded

UFO Sighted Near Duluth

Four occupants of a car reported an unidentified flying object over their car Tuesday night, causing the driver to flee in the opposite direction.

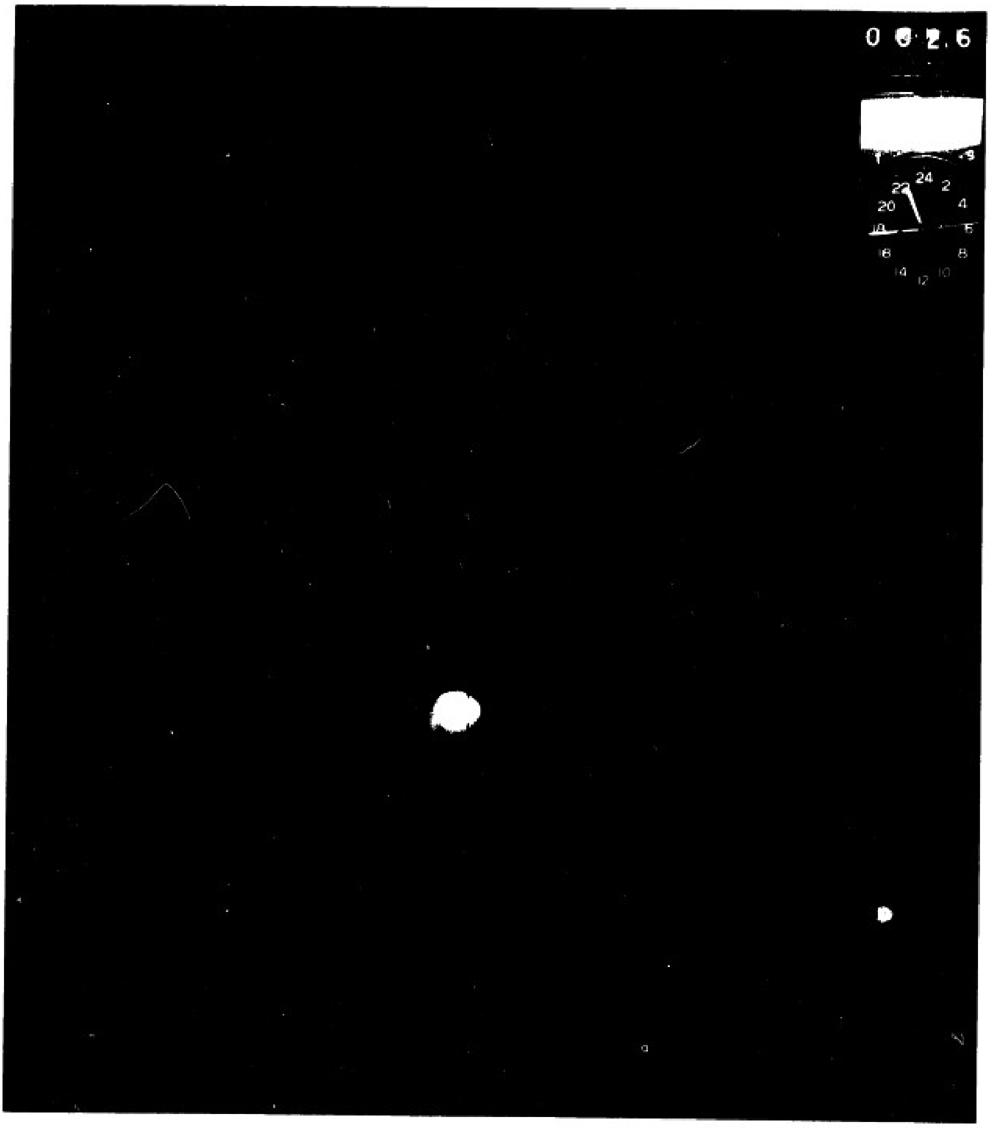
James Luhm, 720 Lakewood Road, the driver, and his sister, Sally, and two nieces, saw the object just after they turned off Highway 61 onto Lakewood Road. They continued driving toward the object and it dimmed, but suddenly the object whirled and changed colors, heading toward the car. When the object was only a few blocks away, Luhm turned the car in the opposite direction and drove toward the highway.

Luhm then called the police, who notified authorities at the airport, and returned to the site. The object rose up from behind the woods northeast of the road and, after a pause, ascended, he said.

Size of the object was difficult to determine, Luhm said, but it looked about the size of a football field. Blue, green and faint red whirling lights turning to a definite blue-green as the object came closer were seen by Luhm and his relatives. As the object came closer to the car, the car's windows started to steam up, he said.

Several other persons in the state reported seeing objects similar to the one Luhm saw. Twin Cities radio stations and the weather bureau received more than 75 calls reporting sightings.

Several pilots reported noting an object at the Flying Cloud Airport, southwest of Minneapolis. They said it settled down on an east-west runway and then zoomed up and away.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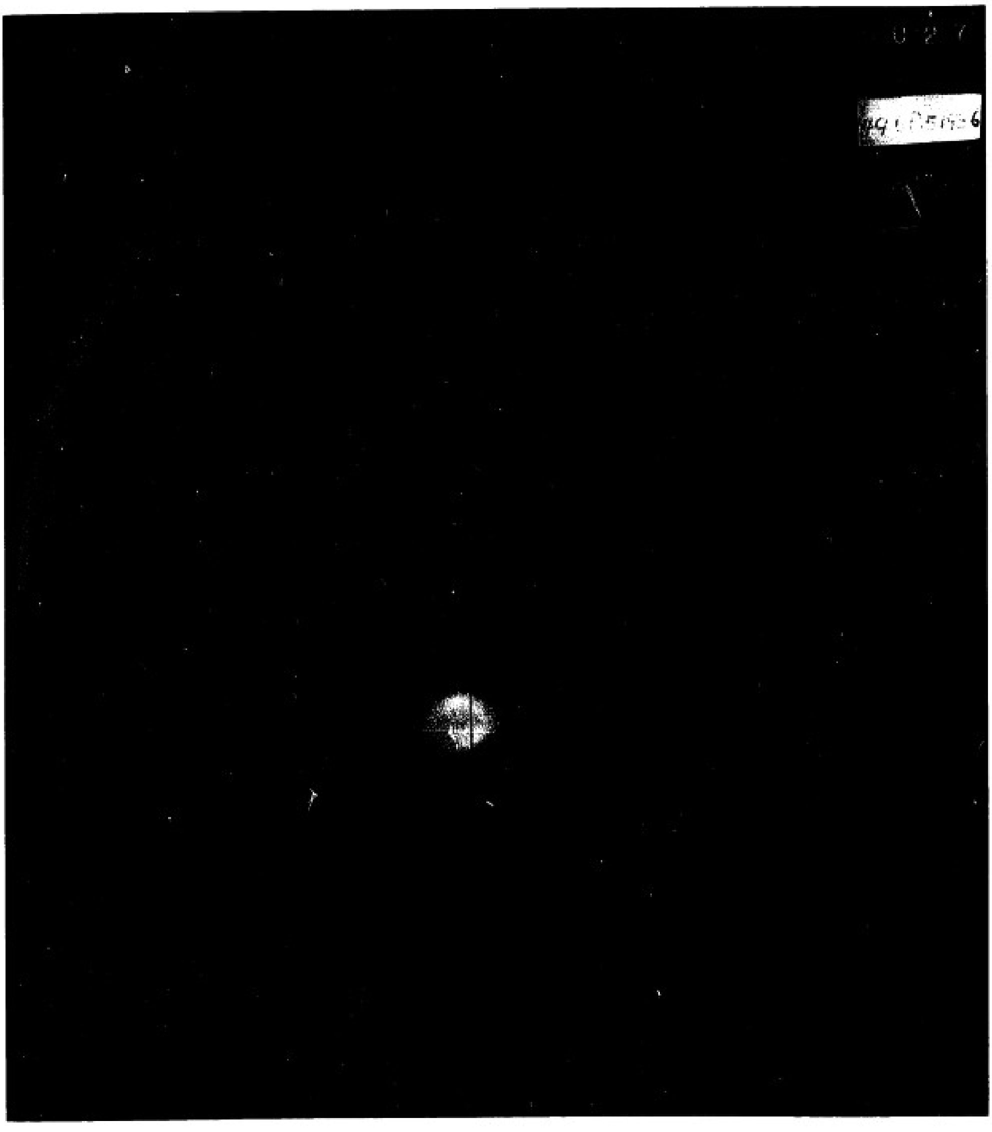
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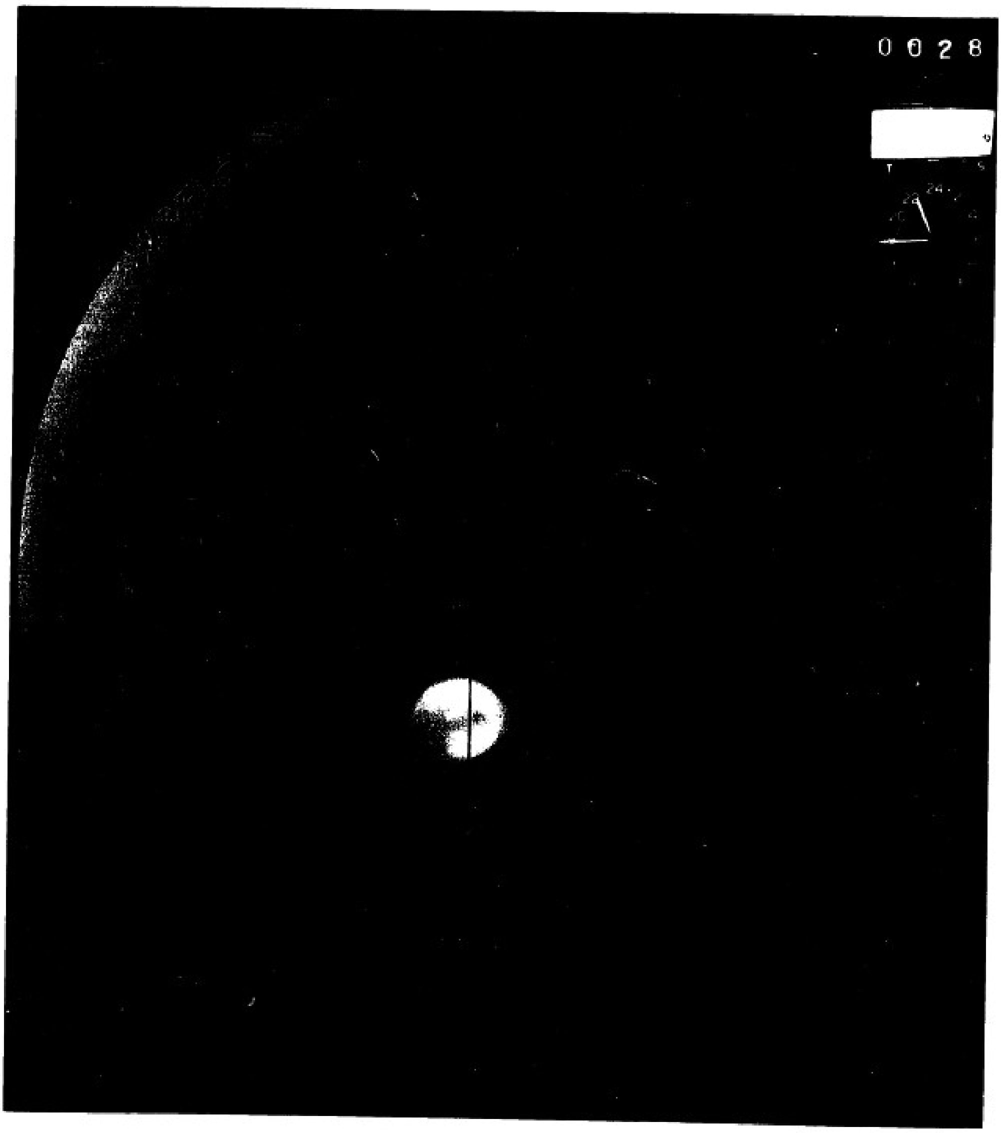
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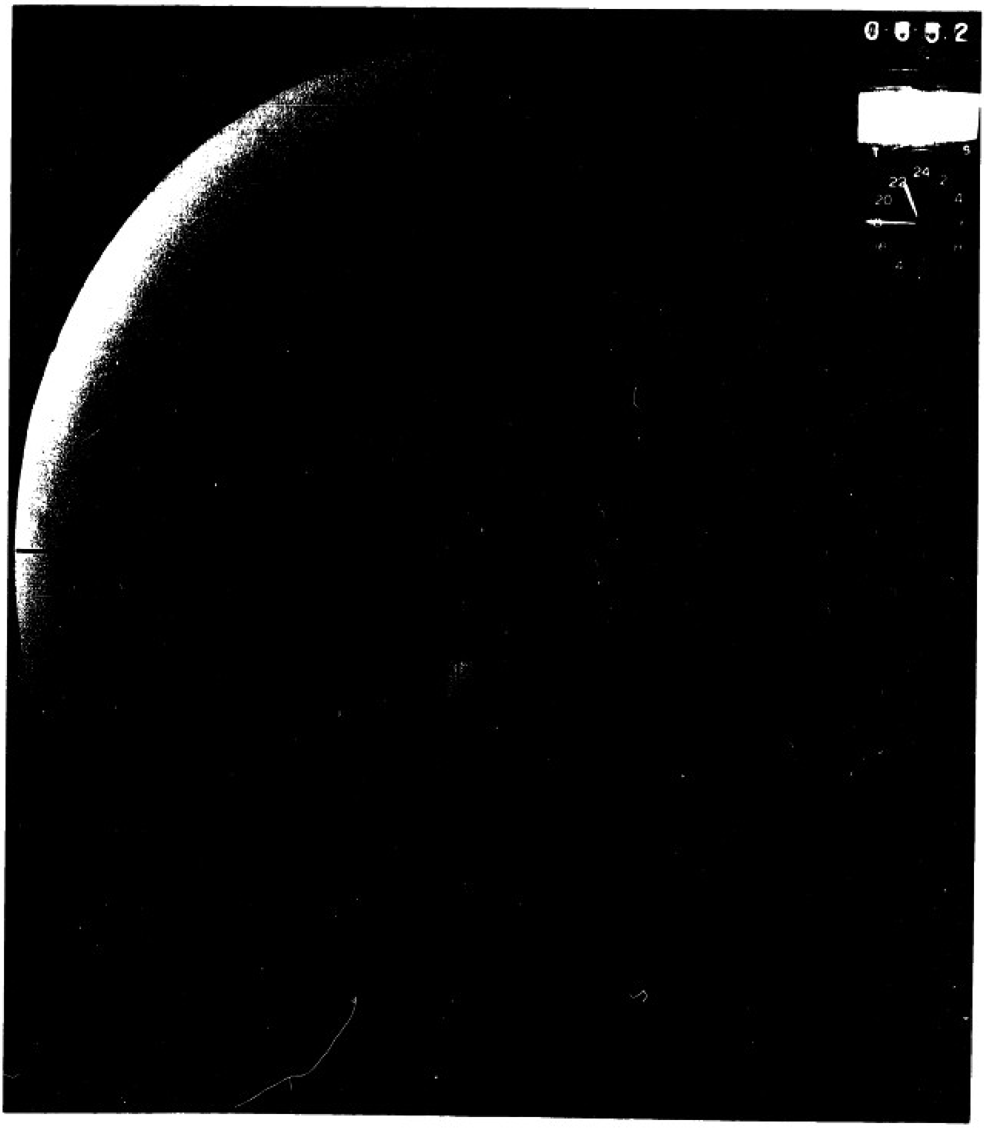
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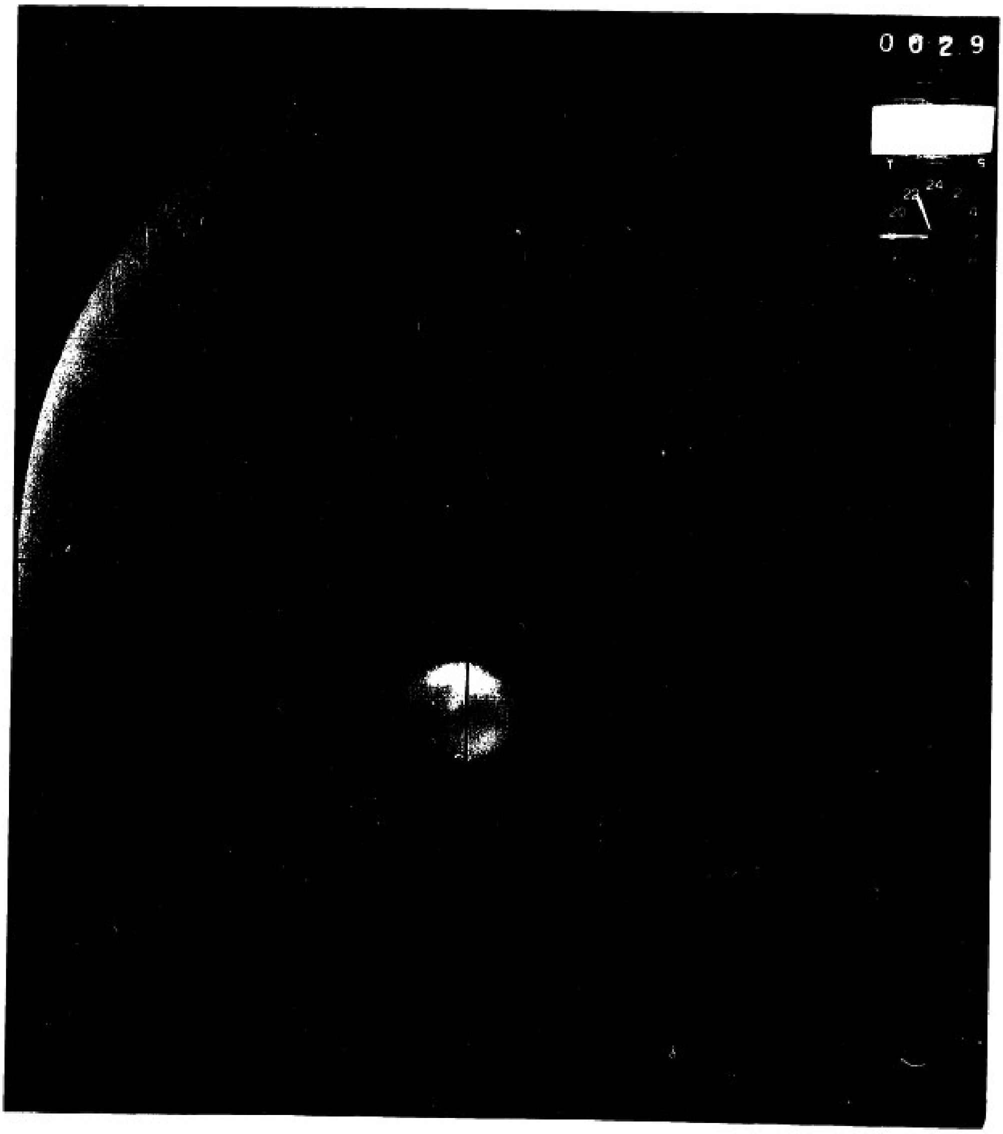
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CHURCHILL RESEARCH RANGE

CHAMP DE TIR DES RECHERCHES
À CHURCHILL

TELEX NUMBER: 0366 - 24

PLEASE QUOTE FILE No. 7826-7
No DE DOSSIER À RAPPELER

NATIONAL RESEARCH COUNCIL
CONSEIL NATIONAL DE RECHERCHES
CANADA

FORT CHURCHILL, MANITOBA

14 October 1966.

Department of the Air Force
Headquarters Foreign Technology Division
(AFSC)
Wright-Patterson Air Force Base, Ohio 45433

Attention: Colonel Warren S. Wheeler, USAF
Deputy for Technology and Subsystems.

Dear Colonel Wheeler:

I refer to your letter of 22 September 66.

I am attaching two copies of photographs taken by our All Sky Camera of these clouds. The rocket in question was launched at 2239 hours Central Daylight Time on 16 August 1966, under our Test Number 149.6.B5.198.6.L. The Barium Release took place at altitude 240 km. and 356 km. The rocket was launched from this Range located at Fort Churchill, Manitoba.

Yours truly,

R.M. MacGibbon,
Chief of Operations,
Hq Churchill Research Range.

Attach.

NH:mp

c.c. File-TD 198

16 Aug 66

SAF-OICC/cassel/bev/79079/21 Oct 66

OCT 21 1966

Dear Mr. Schoenike:

This is in reply to your letter of August 25 in which you provided information on unidentified flying objects.

It was most interesting to learn your views on probable causes of some unidentified flying object reports. We feel that many such observations are merely a result of abnormal atmospheric conditions. Such a condition could have occurred the night of August 16, 1966; however, we do not believe this to be the primary cause of your observation.

After conferring with the Goddard Space Flight Center, Greenbelt, Maryland, we were informed that on that particular night a rocket was launched from Fort Churchill, Canada, at 2239 CDT. This rocket reached an altitude of approximately 247 miles; at a somewhat lower altitude there was a barium cloud release. The colors must have been quite lovely as they began with a brilliant red color which changed to a violet, followed by and ending with a greenish-blue. We were also informed that the cloud release was visible in parts of Minnesota. This was later confirmed by various tracking stations subordinate to Fort Churchill.

The Air Force received several reports from the Minnesota area regarding the observation to which you refer. After careful investigation our analysts feel that the particular research program which we mentioned was responsible for the various observations.

We wish to thank you for your interest in the UFO program.

Sincerely,

GEORGE P. FREEMAN, JR.
Lt Colonel, USAF
Chief, Civil Branch
Community Relations Division
Office of Information

Mr. Ernest G. Schoenike
422 East Broadway
Winona, Minnesota 55987

SAFOICC

[redacted] cy - SAF-OIC
Comblt cy - SAF-OIC
Reader cy - SAF-OIC
Activity cy - SAF-OIC
Stayback

Winona, Minn., August 25th, 1966.

Project Blue Book Information Office,
SAFOI,
Washington, D.C. 20330

WP

Dear Sirs: Through the courtesy of the Hon. Albert H. Quie, Representative of the 1st District, Minnesota, Congress, I received from your office some time ago a copy of your Project, Blue Book, 1 February 1966, which treats of various phenomena, known as U.F.O.

It is a well known fact that these phenomena have caused many citizens to become intensely alert to them and to speculate about the causes of them. I myself have become interested in these phenomena and they are also a topic of discussion with others, and the appearances of these phenomena have made 1st page headlines in our papers.

I also have made theories for myself as to the probable actualities which I believe to be entirely electro-magnetic, and in atmospheric fields. I shall use as illustrations two very recent instances of phenomena, which may be listed under U.F.O. The first of these two is described in the Wednesday, Aug 17th edition of our local daily, Winona Daily News (which I am sending with this letter and you may keep for filing) The second is one I witnessed Wednesday Evening, August 17 11½ P.M. from my bedroom window. It had been a hot, sultry day and the thermo had risen to 94°F. In the later evening the thermometer still showed 82°, and although this temperature is not excessively high still it was extremely uncomfortably warm, as to make sleep impossible. I looked out of the window, and beheld a fast moving object, flying quite low, perhaps a plane, noiseless, But all parts were bathed in extremely bright light and glistened like transparent polished glass. The colors were brilliant white and a deep crimson. It was an unusually beautiful spectacle, one that I had never witnessed ever before. Rushing up to the window I saw it for about 7 seconds, when, since it was flying low, it vanished because of the trees and buildings. It was headed towards the airport. My opinion that at this extremely brilliant light was caused by extraordinary condition of the atmosphere. The object, whatever it was, traveling through an intensely electric or magnetic charged atmosphere became luminous without heat, somewhat on the order of the auria borealis. The unusual part of my sighting and also the phenomena seen on Tuesday night, August 16th is that those and mine were so close

Att. 5

Minn.

Flood of UFO Reports in State

By THE ASSOCIATED PRESS

Unidentified flying objects, variously reported as bright green, red, bright blue and bluish-green, were reported in Minnesota overnight.

Employes in the control tower at the Minneapolis - St. Paul International Airport reported sighting "an object." Twin Cities radio stations received about 75 calls from persons who reported sightings. The Weather Bureau received some calls.

At the Flying Cloud Airport southwest of Minneapolis, several pilots reported noting an object. They said it settled down on an east-west runway and then zoomed up and away.

Reports of UFOs also came from areas near Crystal, Coon Rapids, Waconia, Rochester, Itasca Park and Ponsford.

Mrs. Frank Peters, of north Minneapolis, said several persons at her home saw a circle of light much brighter than a searchlight beam cast on clouds.

"There it was, high in the sky, just poised there," she said. "And then it faded away into nothing."

* * *

Donald Steffan of Plymouth, a Minneapolis suburb, said he saw a bluish green UFO "which seemed to be sitting sideways and the colors seemed to be going around."

Several people in the Itasca Park area told the Hubbard County sheriff's office they saw an object two to three feet in diameter 200 feet above ground. It was bright green at first, they said, and then turned red. One caller said the object appeared to be following an eastbound car on Highway 71.

Several persons also reported an object, two to three feet across, over Ponsford. It was up about 200 feet, they said, and was bright blue with a trailing blue flame.

in time, only one day apart, so that one might conclude that similar atmospheric conditions existed (highly charged electric condition). Of course in times past meteor swarms have "collided" with the earth's atmosphere and have given us an unusual, and also a colorful spectacle. But if that is not the case then I would say that sections of the atmosphere act as large soap bubbles do. As children we used at times to blow, which we could blow up to a large and enormous size, when we had the right kind of soap. These were at times two or more huge ones hanging from the clay pipe, we used, each one sharply defined, and each one at a different angle from the other. And how colorful were not the reflected trees, flowers, buildings, and clouds on the surface of these bubbles. It is my opinion that the atmosphere at certain times has qualities of reflecting surfaces, and when this condition exists and these reflections, just as the surfaces of the soap bubbles are sharply divided and defined, an object with lights as a meteor or aeroplane or truck with head and taillights, would appear at one time as standing still at zero angle to the curved reflecting surface of the atmosphere then again moving and perhaps flying at a horrendous speed when it reflected at the edge of the air bubble, and when it is reflected from the next air bubble, which is set at different angle, would naturally assume a different direction suddenly and instantaneously, also a different speed and perhaps vanish suddenly when the spectator gets out of the range of the reflection. This may sound fantastic but it is possible and may be called propable; for the atmosphere assumes assumes reflective properties at times and mirages are not too rare occurrences. Regarding the phenomenon I saw on yonder Wednesday Evening: The atmosphere was without doubt definitly charged strongly electrically. For on that P.M. a tornado had been regarded as possible for a part of the State which also was included in our area. This tornado however did not realise. However there was something uncommonly disagreeable in the weather, something indescribably uncomfortable, high humidity and a feeling of pressure, altho the temperature was not excessively high. From this I gather that this moving object, most likely a plane, traveling at normal speed in these abnormal atmospheric conditions collected so much static electricity that it became luminous and the whole external surface of the plane was lit up in brilliant white and beautiful crimson colors. As I say, it was one of the most beautiful spectacles I ever witnessed, but the cause or causes for it makes quite clear, although the deeper causes, like everything else in nature, like gravity, the seeming inexhaustible light and heat of the sun, Electricity and so on, and so on defy explanation. — So I would say, that falling meteors and planes traveling in the ~~sky~~ atmosphere can shape up into fantastic, beautiful and also, for some people, terrifying objects, and

3) if we have conditions in the air that the airmasses reflect objects like trucks, cars, trains, or anything with lights, these can assume fantastic shapes, and unbelievable speeds. A combination of both conditions would be overwhelming to view. Strange electric phenomena have been observed from ages past but the people before the time of Benjamin Franklin knew very little about their causes. There it is a lot to learn yet about these socalled UFO but I believe with more study of them most of them will be resolved and understood along the lines of electrical phenomena and of atmospheric phenomena. Your report, Project Blue Book was very interesting. Hope to hear from you again, and any new reports will be welcome. Very Sincerely Yours.

Ernest G Schoenike
422 E. Broadway
Winona, Minn.
55987

Am rushing this to the Post Office
E.G.S.

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS FOREIGN TECHNOLOGY DIVISION (AFSC)
WRIGHT-PATTERSON AIR FORCE BASE, OHIO 45433

REPLY TO ATTN OF: TDETR

SUBJECT: Request for UFO Information and Sighting, Ernest Schoenike.

SEP 27 1966

TO: Hq USAF (SAFOICC)

Reference the attached letter from Ernest Schoenike providing information on unidentified flying objects. The following is a suggested reply to his letter.

a. Dear Mr. Schoenike,

It was most interesting to learn your views on probable causes of some unidentified flying object reports. We feel that many such observations are merely a result of abnormal atmospheric conditions. Such an abnormal atmospheric condition could have occurred the night of 16 August 1966; however, we do not believe this to be the primary cause of your observation.

After conferring with the Goddard Space Flight Center, Greenbelt, Maryland, we were informed that on that particular night a rocket was launched from Fort Churchill, Canada at 2239 CDT. This rocket reached an altitude of approximately 247 miles; at a somewhat lower altitude there was a barium cloud release. The colors must have been quite lovely as they began with a brilliant red color which changed to a violet followed by and ending with a greenish - blue. We were also informed that the cloud release was visible in parts of Minnesota. This was later confirmed by various tracking stations subordinate to Fort Churchill.

The Air Force received several reports from the Minnesota area regarding the observation which you refer to. After careful investigation our analysts feel that the particular research program which we mentioned was responsible for the various observations.

We wish to thank you for your interest in the UFO program and appreciated hearing from you.

FOR THE COMMANDER

WARREN S. WHEELER, Colonel, USAF
Deputy for Technology & Subsystems

1 Atch
Ltr, Ernest Schoenike

[redacted]

United States TAC IR-8-52

UNCLASSIFIED

FLYOBRPT

Langley Air Force Base, Virginia

Deputy Chief of Staff, Intelligence,
Hq Tactical Air Command, Langley AFB, Va.

29 July 1952

26 July 1952

Edwin S. Hoffman, WOJG, USAF

Captain Daniel G. Moore, A0742197
1909-7 AACS Det. Langley AFB, Va.

AFL 200-5, 29 April 1952

This report covers two (2) unidentified target sightings by members of the 1909-7 AACS Detachment, Langley Air Force Base, Virginia. All persons named in this report are experienced observers and have had considerable experience with radar equipment.

APPROVED:

DONALD N. WACKWITZ
Colonel, USAF
Act'g Deputy Chief
of Staff, Intelligence

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

1 cy sent Chief, ATIC, Attn: ATIAA-2c

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UNCLASSIFIED

REPORT I.

At approximately 1450, 26 July 1952, Captain Daniel G Moore, AO742197, and T/Sgt Edward W Resner, AF15100623, 1909-7 AACS Detachment, Langley Air Force Base, Virginia, for two minutes on a radar scope observed an unidentified target approaching Langley Air Force Base from the south, from a distance of approximately 15 miles. The unidentified target was observed to be moving extremely fast and disappeared from the radar scope at 8 miles south of Langley Air Force Base. Speed of the target was determined to be approximately 2,600 miles per hour (speed determined by seven (7) sweeps on radar scope). The altitude of the unidentified target was below 5,000 feet. Observation was made on an AN/MPN-1C radar set.

Weather at the time of sighting: Clear, visibility 12 miles, temperature 87°, dew point 61, surface winds ESE at 3 knots. A few cumulus clouds to the west at 4,000 feet.

REPORT II.

At approximately 1450, 26 July 1952, Captain Daniel G Moore, AO742197, T/Sgt Edward W Rasner, AF15100623, 1909-7 AACS Detachment, Langley Air Force Base, Virginia, and Mr. William Yhope, Gilfillan Brothers Contractor Technician for radar equipment, (AN/MPN-1C), used by this AACS Detachment, observed for four (4) minutes on a radar scope an unidentified target. This target was observed moving away from Langley Air Force Base in an easterly direction. At a distance of approximately 12 miles the target stopped and hovered for approximately 2 minutes, and then resumed its flight in an easterly direction until it disappeared off the radar scope, approximately 15 miles from Langley Air Force Base.

The speed of this unidentified target was not measured, but was extremely high, (estimated greater than that of any known existing aircraft of the USAF).

Captain Moore, after noticing the unidentified target, telephoned the Langley Air Force Base Control Tower and asked them to scan the eastern skies with binoculars; but no foreign objects were observed.

The maximum effective height at which the AN/MPN-1C radar set can operate is 5,000 feet; therefore, it was assumed that the unidentified target was at or below this altitude. The return echo from this object was much larger in area than that of an ordinary aircraft and was fuzzy in appearance. Captain Moore stated that he had worked with AC&W squadrons in the GCI section, and had never witnessed an object like this on a radar scope before.

Weather same as Report I.

EDWIN S HOFFMAN
WOJG, USAF
Act'g Director of
Collection

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DOD DIR 5200.10

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1952 JUL 26 16:34

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TO JEPHQ/DIR INTELLIGENCE HQ USAF WASHDC

JEDWP/AIR TECHNICAL INTELLIGENCE CENTER WRIGHT PATTERSON AFB OHIO

JEDEN/CG ENT AFB COLORADO SPRINGS COLO

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PAGE TWO JEPLG 20D

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JEDEN/CG ADC ENT AFB COLO SPRINGS COLO

INFO JEPNB/CG EADF STEWART AFB NEWBURGH NY

JEPLG/CG TAC LANGLEY AFB VA

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PAGE TWO BEGW 79D

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JEPQW/CG 26TH ADIV DEF ROSLYN NY

DOWNGRADED AT 3 YEAR INTERVALS; DECLASSIFIED AFTER 12 YEARS. DOD DIR 5200.10

[redacted] ACGDOH 972 HQS USAF ATTN DIR OF INTELL CIN CMA WRIGHT-PATTERSON ATTN CLN ATIAA 2C PD FLYOBRPT SMCLN IAW AF LTR 200-5 DTD TWO NINE APR FIVE TWO CMA FOLG IS SUBMTD IAW PAR SEVEN CHARLIE PD PAR ONE CMA AT LEAST FOUR OBJECTS SIGHTED CMA POSSIBLY VICTOR FORMATION PD NO AERO DYNAMIC FEATURES CMA TRAIL CMA EXHAUST CMA PROPULSION SYSTEM CMA SPEED CMA SOUND CMA OR MANEUVERS RPTD PD OBJCTS RPTD CHANGING COLORS FROM RED TO BLUE TO WHITE PD PAR TWO CMA FIRST RPT RECEIVED AT 0533 Z ZERO FIVE THREE THREE ZEBRA TWO SIX JULY 26 Jul 52 FIVE TWO PAREN ALL TIVES THIS MSG FOR SAME DATE PAREN OBJCTS STILL VISIBLE BY OBSERVER AT 0740 Z ZERO SEVEN FOUR ZERO ZEBRA PD PAR THREE CMA VISUAL FROM THE GROUND FIRST RPT WAS FROM CIVILIAN CMA OTHER RPTS FROM NAVAL RADAR CMA LANGLEY AFB TOWER OPERATOR AND USAF FIGHTER PILOTS PD SECOND RPT WAS

PAGE TWO BEGW 79D

0552 Z

AT ZERO FIVE FIVE TWO ZEBRA FROM NAVAL RADAR STATION AT NOB NORFOLK PD LANGLEY SIGHTING WZS AT 0620 Z ZERO SIX TWO ZERO ZEBRA PD USAF FTR PILOT AT 0701 Z ZERO SEVENZERO ONE ZEBRA PD PAR FOUR CMA CIVILIAN OBSERVER WAS

PAGE TWO BEGW 79D

0552 Z
AT ZERO FIVE FIVE TWO ZEBRA FROM NAVAL RADAR STATION AT NOB NORFOLK PD
0620 Z
LANGLEY SIGHTING WZS AT ZERO SIX TWO ZERO ZEBRA PD USAF FTR PILOT AT
0701 Z
ZERO SEVENZERO ONE ZEBRA PD PAR FOUR CMA CIVILIAN OBSERVER WAS
37°01'N
IN NEWPORT NEWS VIRGINIA CMA THREE SEVEN DEGREES ONE MINUTE NORTH LAT
076°24'W
CMA SEVEN SIX DEGREES TWO FOUR MIN WEST LONG SMCLN MIL OBSERVERS WERE
37°05'
TOWER OPERATORS AT LANGLEY AFB CMA THREE SEVEN DEGREES FIVE MIN NORTHLAT
076°26 W
36°56'N
CMA SEVEN SIX DEGREES TWO SIX MIN WEST LONG SMCLN NAVAL RADAR AT THREE
076°18'W
SIX DEGREES FIVE SIX MIN NORTH LAAT CMA SEVEN SIX DEGREES ONE EIGHT MIN
WEST LONG PD CIVILIAN OBSERVER SAID OBJCTS MOVED IN A NORTHEASTERLY
DIRECTION FOR A DISTANCE OF FIVE MILES PD LANGLEY TOWER OPERATORS
240°
SIGHTED OBJCTS AT TWO FOURZERO DEGREES CMA EIGHT MILES FROM TOWER PD
340°
NOB NORFOLK GAVE BEARING OF OBJCTS AS THREE FOUR ZERO DEGREES TEN MILES
PD NAVAL RADAR STATED THEY DETECTED FOUR OBJCTS WHICH SEEMED STATION-
ARY CONTACT WAS MAINTAINED FOR ONLY FOUR MINUTES PD CIVILIAN RPTD
2000'
PBJCTS WERE AT TWO THOUSAND FT CMA AND LANGLEY AFB TOWER OPERATORS
5000'
REPORTED THEM AT FIVE THOUSAND FT PD BOTH SAID OBJCTS WENT STRAIGHT
UP PD PAR FIVE CMA CIVILIAN OBSERVER IS NEWSPAPER REPORTER FOR NRE-
PORT NEWS TIVES HERALD PD HE IS NOT A PILOT PD MILITARY PERSONNEL
ARE EXPERIENCED AND QUALIFIED AND THE RELIABILITY THAT SOME OBJCTS
WERE SIGHTED IS PROBABLY TRUE PD PAR SIX CMA WEATHER CLEAR CMA
VISIBILITY TWELVE MILES CMA WINDS ALOFT CMA CALM AND VARYING FROM ONE
ONE ZERO DEGREES CMA ELEVEN KNOTS AT ONE THOUSAND FT TO FROM THREE

PAGE THREE BEGW 79D

SIX ZERODEGREES CMA FIVE KNOTS AT FOURTEEN THOUSAND FT PD PAR SEVEN
CMA FTR PILOT RPTD SHOOTING STARS IN VICINITY OF PORTSMOUTH VIRGINIA
PD NO OTHER ACTIVITY OR CONDITION OF AN UNUSUAL NATURE PD PAR EIGHT
CMA NONE PD PAR NINE CMA FTRS OF THE ONE 14(FOUR EIGHT FTR SQDN WERE
SCRAMBLED AT ZERO 0611Z SIX ONE ONE ZEBRA AND REMAINED IN AND SEARCHED
THE AREA UNTIL ZERO 0734Z SEVEN THREE ✓ FOUR ZEBRA PD THEY RPTD 1 ONE ABLE ITEM
CONTACT OF FOUR OBJCTS IN A VICTOR FORMATION PD CONTACT WAS LOST
AFTER ABOUT THREE MINUTES PD NO OTHER SIGHTINGS RPTD BY THE FTRS
EXCEPT THE SHOOTING STARS OVER PORTSMOUTH PD PAR TEN CMA NONE RPTD
FROM ANY SOURCE PD END

26/2145Z JUL BEGW

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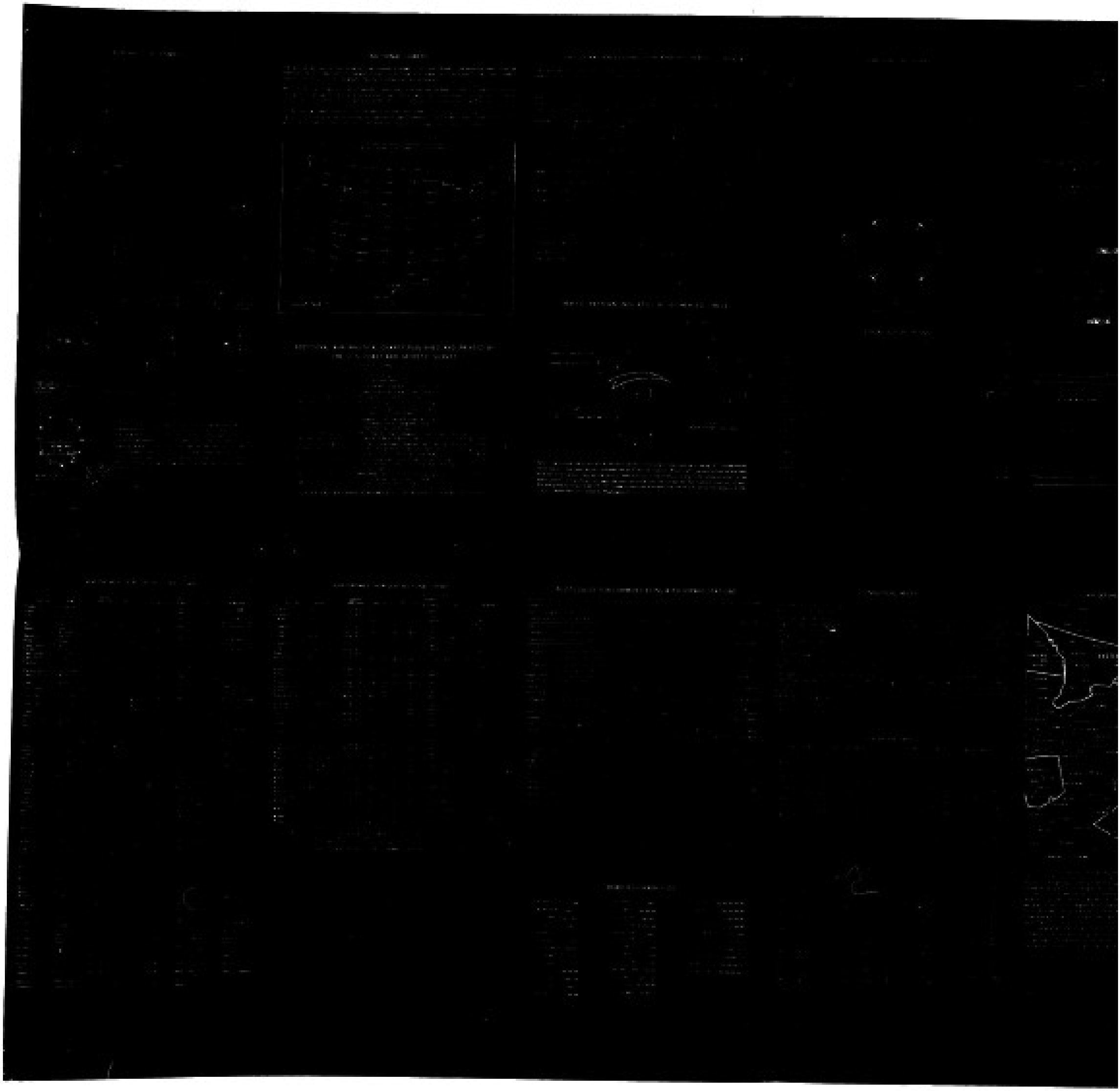
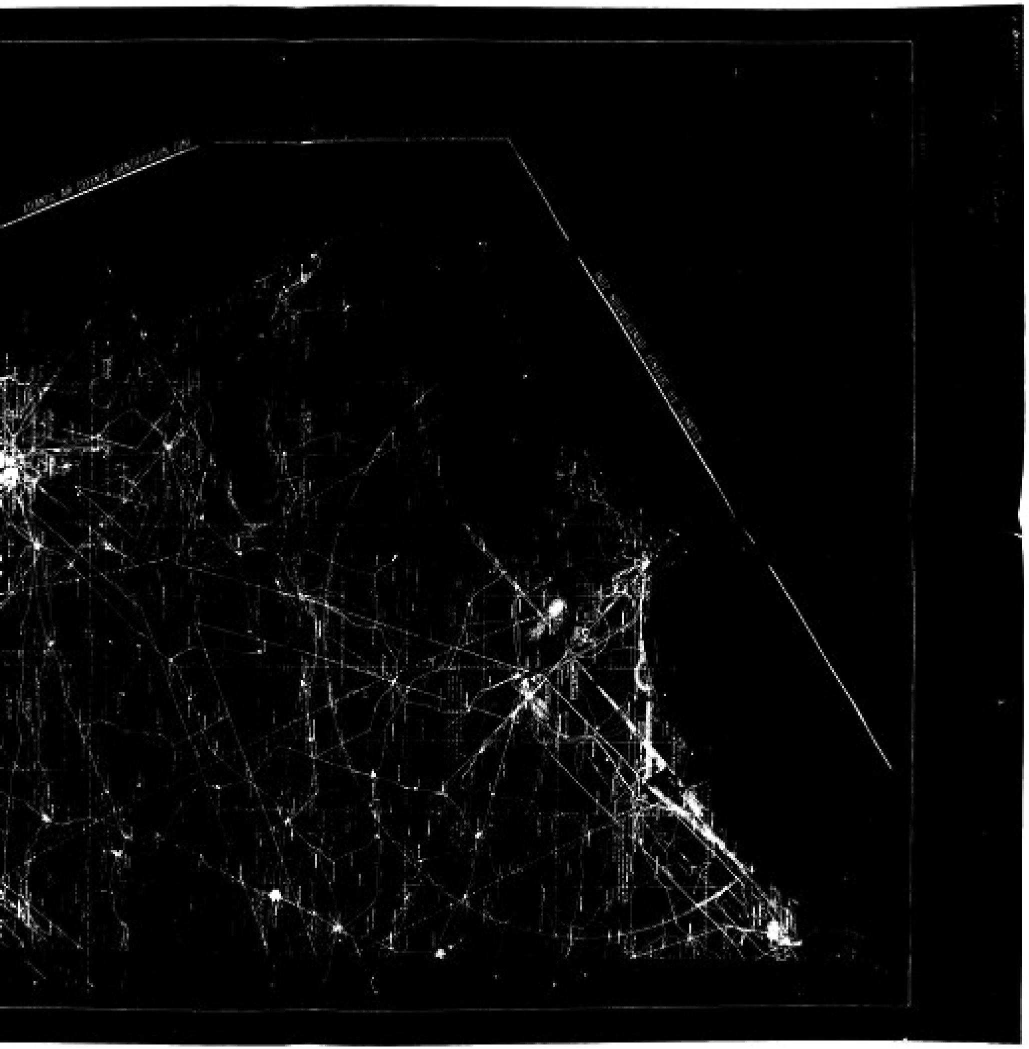
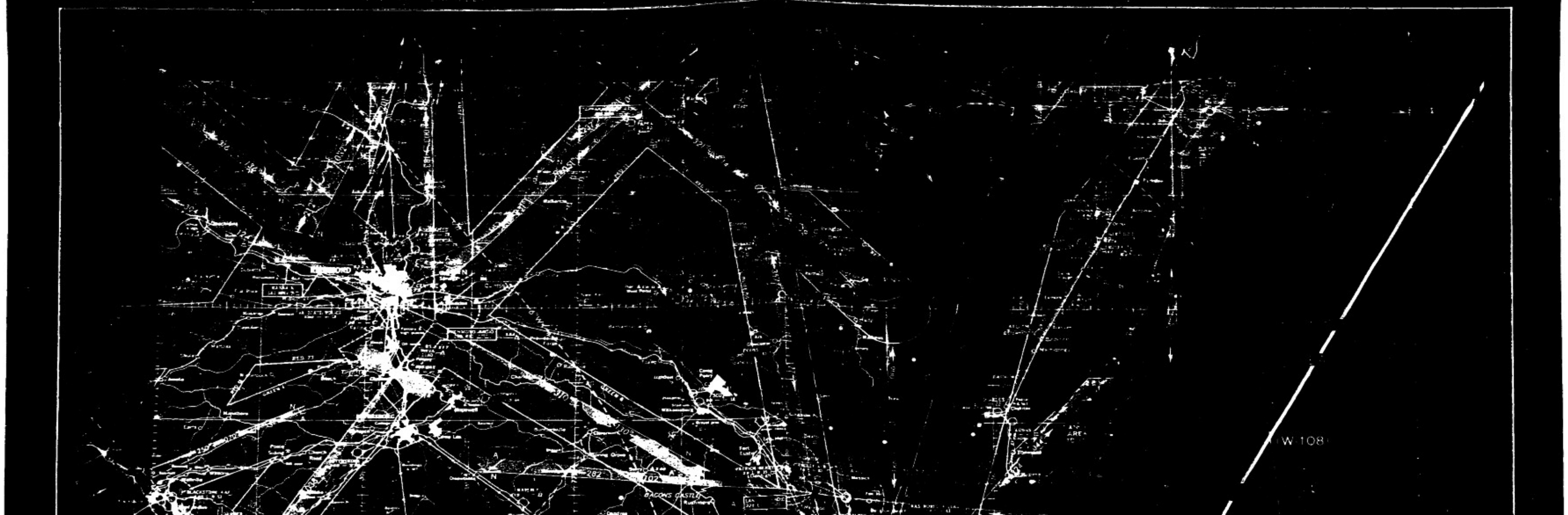
Cy-1



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UNCLASSIFIED (4)

AF FORM 112—PART I
APPROVED 1 JUNE 1948

ATIC

[redacted]
(CLASSIFICATION)

COUNTRY UNITED STATES	REPORT NO. TAC IR-10-52	(LEAVE BLANK) 48-3997

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT FLYOBJRPT		
AREA REPORTED ON Newport News, Virginia	FROM (Agency) Langley Air Force Base, Virginia	
DATE OF REPORT 30 July 1952	DATE OF INFORMATION 26 July 1952	EVALUATION
PREPARED BY (Officer) Wing Intelligence	SOURCE Mr. William W. Parkinson, Jr.	
REFERENCES (Control number, directive, previous report, etc., as applicable) AFL 200-5		

SUMMARY: (Enter concise summary of report. Give significance in final one-sentence paragraph. List inclosures at lower left. Begin text of report on AF Form 112—Part II.)

Luminous, rotating, flying object, alternately bright silver, red and green, sighted 0015 EST 26 July 1952 over and near Newport News, Virginia. Object was sighted visually ~~from the~~ ground by Mr. William Parkinson, Jr, who was standing atop the Daily Press Building, Newport News, Virginia, S/Sgt Howard A. Anderson and A/2c Glenn T. McCall, Langley AFB, Virginia, who were on duty in the Langley Control Tower at time of sighting. Object was also picked up on radar screen of two F-94 interceptors sent to investigate. Pilots were unidentified. Object remained in sight of Mr. Parkinson until 0230 EST.

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DOD DIR 5200.10

1 INCLS. (MAP)

FILED IN OIN-183
W/1 incl (1)
ATISDIB
8-15-52

DISTRIBUTION BY ORIGINATOR

ATIC 25799

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C.—31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

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(5)

AF FORM 112—PART II
APPROVED 1 JUNE 1948

[redacted]
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	
Langley Air Force Base, Va.	TAC-IR-10-52	PAGE 1 OF [illegible] PAGES

These objects were sighted at 3 different times by 3 different groups of people. Hence each paragraph is written under 3 different sub headings. Sub heading a applies to sighting made by civilian. Subheading b applies to sighting made by the two airmen. Sub heading c applies to sighting made by crews of F-94's.

1.

a. Luminous, rotating, flying object was sighted 0015 EST 26 July at approximately 1500-2000 feet over James River Bridge, Newport News, Va. It was sighted visually from weather station on roof of Daily Press, Inc., 215-17 25th St., Newport News, Va., by a newspaper employee. The object was alternately bright silver, red and green, "resembling a rotating mirror chandelier." Object was relatively stationary, no exhaust trail, no sound, no fragments, size undetermined. Observer stated that from where he stood, object appeared to be the size of a marble. The length of observation was two hours and fifteen minutes. Object remained in same position over James River Bridge for thirty minutes, then moved slowly over Ball Park, 39th St., in an easterly direction and gradually rose to approximately 5000 feet. (0130) 15 to 20 people called the Daily Press to report sighting of the object.

b. Two airmen on duty at Langley AFB Observation Tower, sighted visually a bluish colored object moving WSW of tower 240 degrees ten miles from tower. Flying object moved straight up, disappearing at approximately 5000 feet. Object resembled lighted cotton ball. Length of observation five to six seconds. It is believed that this object is the same one sighted by observer in 1 a above. Airmen stated that from their position in the tower, object appeared to be the size of a pea.

c. Two F-94's were dispatched from Salisbury ADIZ, Ft. Custis, Va., at 0125 EST and made radar contact with 4 objects flying Victor formation.

2. The times of sighting were;

a. 0015 to 0230 EST (Was evidently watching when TTR's came over)
b. 0145 EST (for from 5 to 6 seconds)
c. 0125 EST (for 2 minutes)

3. Sightings were made from;

a. Weather station on roof of Daily Press Building, Newport News, Va., looking Northwest toward James River Bridge (visual sighting).

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DOD DIR 5200.10

[redacted]

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	
Langley Air Force Base, Va.	TAC IR-10-52	PAGE 2 OF 3 PAGES

(Continued)

b. Observation Tower, Langley AFB, looking West South West 240 degrees (visual sighting).

c. Two F-94's from Salisbury ADIZ, Ft. Custis, making radar contact at 10,000 feet.

4. The observers were:

a. On roof of building at 215-217 25th Street, Newport News, Va. Actual altitude and size of object unknown. Approximate altitude 1500 feet.

b. In observation tower at Langley AFB, Va. Object moved up disappearing at approximately 5000 feet. Size unknown.

c. In two F-94's from Salisbury ADIZ, Ft. Custis, Va. Radar contact at 10,000 feet.

5. The observers were:

a. Mr. William W. Parkinson, Jr., proofreader for Daily Press, one year experience. He has 300 hours flying time as a civilian pilot. Mr. Parkinson's home address is 605 Warwickshire Court, Hilton Village, Va.

b. S/Sgt Howard A. Anderson, 6 years experience, and A/2c Glenn T. McCall, 1 year experience.

c. Unknown crew of the two F-94's.

6. Weather: clear, 12 miles visibility. Wind, calm; temperature 70 degrees; altimeter 30.22. Winds at 6000 feet over Norfolk, Va.; 9 knots from 320 degrees.

7. Shooting stars sighted in general vicinity by F-94's at 0221 EST.

8. No physical evidence.

DOWNGRADED AT 3 YEAR INTERVALS;
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DOD DIR 5200.10

[redacted]

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APPROVED 1 JUNE 1948

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	
Langley Air Force Base, Va.	TAC IR-10-52	PAGE 3 OF 3 PAGES

(Continued)

9. Covered in Par 1 c above.

10. Piedmont Lines aircraft passed near Langley AFB at 0120 EST from Richmond Va. to Norfolk Airport.

William W. Parkinson, Jr.
WILLIAM W. PARKINSON, JR.
Daily Press, Inc.
Newport News, Virginia

APPROVED:

Alfonse R. Russo
ALFONSE R RUSSO
2d Lt USAF
Intelligence Officer

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PROJECT 10073 WORKSHEET

I. GENERAL

1. DATE: 26 Jul 52
2. LOCATION: Newport News, Va.
3. TIME
Local: 0015 EST
Zebra: 0515

4. WAS OBJECT OBSERVED FROM THE GROUND? ☑ Yes ☐ No
- ☑ Naked Eye
- ☐ Binoculars
- ☐ Telescope
- ☐ Theodolite

5. WAS OBJECT OBSERVED BY GROUND RADAR? ? ☐ Yes ☐ No
- ☐ By One Set
- ☐ By Two Sets
- ☐ By Three Sets

6. WAS OBJECT OBSERVED FROM THE AIR? ☑ Yes ☐ No
- 2 A/C Observed Object
- ☑ Interception Attempted
- ☐ No Intercept Attempted

7. WERE AIRCRAFT SCRAMBLED TO INTERCEPT? ☑ Yes ☐ No
- 2 A/C Scrambled
- ☐ Visual Contact Made
- ☑ A/I Contact Made
- ☐ No Contact Made

8. DID OBJECT CHANGE DIRECTION AT ANY TIME? ☐ Yes ☑ No
- ☐ Normal
- ☐ Violent

9. IF OBJECT WAS A "LIGHT", WAS IT:
- ☐ Blinking
- ☑ Steady changed colors

10. LENGTH OF TIME IN SIGHT:
- ☐ 1-15 Seconds
- ☐ 1-5 Minutes
- ☑ Over 10 Minutes

11. REPORTING AGENCY (Unit Number and Mailing Address)
TAC, Langley AFB, Va.

II. ASTRONOMICAL DATA

12. WHAT ASTRONOMICAL ACTIVITY WAS NOTED?
None

13. DID OBJECT APPEAR TO ARCH DOWNWARD? ☐ Yes ☑ No
14. DID OBJECT HAVE A TAIL? ☐ Yes ☐ No
15. DID OBJECT APPEAR TO DISINTEGRATE? ☐ Yes ☐ No
16. TIME OF SIGHTING RELATIVE TO SUNRISE OR SUNSET (Data From Air Almanac)
- ☐ Night
- ☐ Day
- ☐ Sunrise
- ☐ Sunset

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III. AIRCRAFT DATA

17. WERE AIRCRAFT NOTED IN AREA? ☑ Yes ☐ No
- ☑ One Aircraft
- ☐ More Than One Aircraft

18. WAS ANY SOUND HEARD? ☐ Yes ☑ No
19. WERE THERE INDICATIONS OF HIGH BACKGROUND NOISE? ☑ Yes ☐ No
20. WAS THE OBJECT VIEWED ABOVE 45° ELEVATION? ☐ Yes ? ☐ No

ATIC Test Form 334 (13 Aug 52)

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IV. BALLOON DATA

21. WERE BALLOONS RELEASED IN AREA? ☐ Yes ☒ No

22. TIME SINCE SCHEDULED BALLOON RELEASE: ____ Minutes

23. POSSIBLE BALLOON LAUNCH SITES DOWNWIND OF SIGHTING:

	Location	Type	Launching Agency	Lighted? Yes	Lighted? No	Describe Lighting
a.						
b.						
c.						
d.						

(attach overlay)

V. EVALUATION

21. EVALUATION OF SOURCE:

☐ Excellent
☑ Good
☐ Fair
☐ Poor
☐ Unreliable
☐ Extremely Doubtful
☐ Hoax

22. DETAILS OF REPORT:

☐ Good
☑ Fair
☐ Poor
☐ Insufficient to Evaluate

23. FINAL EVALUATION:

☐ Was Balloon
☐ Probably Balloon
☐ Possibly Balloon

☐ Was Aircraft
☐ Probably Aircraft
☐ Possibly Aircraft

☐ Was Astronomical
☐ Probably Astronomical
☐ Possibly Astronomical

☐ Other: ____

☐ Insufficient Data For Evaluation

☑ Unknown

24. COMMENTS:

Three important points are missing

a. Interrogation of pilots (Any visual [illegible])

b. Were the fighters [illegible] to ground sighting by Mr. Parkinson.

c. [illegible] Parkinson [illegible] the [illegible] when the fig. [illegible] Did [illegible] appear to be close to object?

DOWNGRADED [illegible]
DECLASSIFIED [illegible]
DOD D[illegible]

ATIC Test Form 334 (13 Aug 52)

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PROJECT 10073 WEATHER DATA SHEET

1. DATE OF OBSERVATION 26 Jul 52	2. TIME OF OBSERVATION 0300Z	3. STATION OBSERVING Langley AF B, Va.

4. WINDS ALOFT:

ALTITUDE (feet)	VELOCITY (knots)	DIRECTION (degrees)	ALTITUDE (feet)	VELOCITY (knots)	DIRECTION (degrees)
0			25,000		
1,000			30,000		
2,000			35,000		
3,000			40,000		
4,000			45,000		
5,000			50,000		
6,000	9	320	55,000		
7,000			60,000		
8,000			65,000		
9,000			70,000		
10,000			75,000		
12,000			80,000		
14,000			85,000		
16,000			90,000		
18,000			95,000		
20,000			100,000		

5. WAS AN INVERSION LAYER NOTED? ☐ Yes ☐ No
(If yes, at what altitude? ________________)

6. WERE ANY THUNDERSTORMS NOTED IN AREA? ☐ Yes ☐ No
(If yes, at what quadrant? ________________)

7. CLOUD COVER:
____ tenths at _____ feet. ____ tenths at _____ feet.
____ tenths at _____ feet. ____ tenths at _____ feet.

8. VISIBILITY WAS 12 MILES.

9. COMMENTS:

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ATIC Test Form 333 (13 Aug 52)

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30 Sep 52

Lt Flues/ATIAA-5/51183/jos

In reply refer to
AFOIN-ATIAA-5

SUBJECT: Letter of Appreciation

OCT 23

TO: Commanding Officer
Patrick Air Force Base
Cocoa, Florida

ATIAA BRANCH FILE

1. The Air Technical Intelligence Center wishes to express its appreciation for the thorough manner in which your organization investigated the unidentified flying object report (Flyobrpt) of 18 Jul 52.

2. This report is an exemplary model, particularly with regard to the quantity and quality of background data which it contains, such as adiabatic charts and balloon release schedules. The Air Technical Intelligence Center, having conducted many such investigations, is cognizant of the difficulties often encountered in attempting to ferret out such information. However, scientific analysis of such reports clearly requires that this data be available, and, fortunately, your organization is evidently well aware of that fact.

3. To your organization and particularly to those individuals directly concerned with the preparation of this report, the Air Technical Intelligence Center again wishes to express its thanks.

cc: CO, ARDC

W. M. GARLAND
Brigadier General, USAF
Commanding

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HEADQUARTERS
AIR FORCE MISSILE TEST CENTER
PATRICK AIR FORCE BASE
COCOA, FLORIDA

22 July 1952

MTGEV

SUBJECT: Unidentified Aerial Objects

TO: Commanding Officer
Air Intelligence Center
Wright-Patterson Air Force Base
Dayton, Ohio

1. Reference is made to TWX MTGEV-7 1149 dated 19 July, concerning reported unidentified aerial objects observed at Patrick Air Force Base, Florida, at 2200 hours EST 18 July 52.

2. Submitted herewith are personal descriptions prepared by each man observing the objects and a complete report of weather conditions at that time.

FOR THE COMMANDING GENERAL:

for Robert K Fant, Capt

BRADFORD A. EVANS
Lt. Colonel, USAF
Assistant Executive to the
Commanding General

2 Incls:
1. Pers Descript.
2. Weather Rpt.

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AF-RAFB-GA-10 AUG 51-20,000

4TH WEATHER GROUP DETACHMENT 4-11
Patrick Air Force Base
Florida

UNCLASSIFIED

000.93 21 July 1952

SUBJECT: Weather Conditions at Patrick AFB on Night of 18 July 1952

TO: Commanding General
Air Force Missile Test Center
Patrick Air Force Base, Florida
ATTN: Lt Colonel Bradford Evans

1. The following is a summary of surface weather conditions at Patrick Air Force Base, Florida from 2030EST through 2400EST of 18 July 1952:

TIME	SKY CONDITIONS	VISIBILITY	PRESSURE (MBS)	TEMP °C	DEW POINT °C	WIND	RELATIVE HUMIDITY
2030E	1/10 Cu 2500 ft.	10 mi.	1023.0	85	76	E 10K	75%
2130E	1/10 Cu 2500	10 mi.	1023.0	85	77	E 10K	76%
2230E	Clear	10 mi.	1024.0	85	76	E 12K	76%
2330E	Clear	10 mi.	1024.0	83	75	E 12K	76%
0030E	Clear	10 mi.	1024.0	83	74	RSE 11K	75%

2. Inclosure No. 1 is the plotted radiosonde observation made at 2200EST on 18 July 1952 from the Rawinsonde building located approximately two miles south of the Base Operations Hangar, Building No. 800. It should be noted that temperature inversion existed, the top being at 850 millibars or 5,310 feet above the surface. A second near inversion existed with the top being at approximately 518 millibars or 19,000 feet.

3. The winds aloft obtained simultaneously with the 2200E 18 July 1952 raob is Inclosure No. 2. The wind direction and intensity are given as directions from which the wind is blowing.

4. For your further assistance Inclosure No. 3 is added giving the height of the balloon, the time the balloon was at that height, the horizontal distance of the balloon at that time from the point of release, the radar slant range and the azimuth angle reading of the balloon at that instant. For example, the balloon was at 5,385 feet at 2206EST and was 6,831 feet west northwest (293.8 degrees) of the point of release, the Rawinsonde building. It is reiterated here that the Rawinsonde building is approximately two miles south of the Base Operations Hangar, building No. 800. The observation terminated at 2306EST on 18 July 1952 at 69,636 feet altitude when the balloon burst.

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5. The balloon diameter upon release averages 10 feet. At bursting altitude of 69,636 feet it can be assumed to have a diameter of 25 feet. The train attached to the white balloon, designed to reflect light, consisted of a foil reflector target approximately 4 feet in diameter, a radiosonde transmitter, and a small six volt lamp.

Leonard A. Gamage
LEONARD A. GAMAGE
Major, USAF
Staff Weather Officer

3 Incls
1. Plotted Raob
2. Winds Aloft Data
3. Balloon Trajectory Data

DOWNGRA
DECLA
DOD

BALLOON TRAJECTORY DATA
2200EST 18 July 1952

Raob and Radar worked from same train.
Only 1 release was made.
Surface winds 12009
All height entries are in feet

Height(ft)	Time	Horizontal Distance Out (ft)	Slant Range(ft)	Azimuth Angle(Deg)
5385	2206	6831	8700	293.8
9516	2210	11595	15000	293.2
15036	2216	18321	23700	294.6
20415	2222	24384	31800	283.3
24930	2226	30378	39300	275.4
29976	2231	41259	51000	262.7
35307	2236	53979	64500	254.8
40566	2241	70803	81600	248.0
44688	2245	83607	94800	244.1
49974	2249	95742	108000	241.8
55527	2254	106380	120000	242.1
60387	2257	112974	128100	243.5
64347	2300	120384	136500	244.6
66492	2302	127392	143700	246.0

Radar Termination --Signal
Raob Termination -- 69636
Raob Termination -- 2306EST -- Termination Reason Bursting of Balloon
Ascent rate feet per minute 933

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Incl # 3

BALLOON TRAJECTORY DATA
2200EST 18 July 1952

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Only 1 release was made.
Surface winds 12009
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15036	2216	18321	23700	294.6
20415	2222	24384	31800	283.3
24930	2226	30378	39300	275.4
29976	2231	41259	51000	262.7
35307	2236	53979	64500	254.8
40566	2241	70803	81600	248.0
44688	2245	83607	94800	244.1
49974	2249	95742	108000	241.8
55527	2254	106380	120000	242.1
60387	2257	112974	128100	243.5
64347	2300	120384	136500	244.6
66492	2302	127392	143700	246.0

Radar Termination --Signal
Raob Termination -- 69636
Raob Termination -- 2306EST -- Termination Reason Bursting of Balloon
Ascent rate feet per minute 933

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DO[illegible]

Incl # 3

UNCLASSIFIED

WINDS ALOFT DATA

Height Feet	Degree	Knots	Height Feet	Degree	Knots
Surface	120	8	14000	110	12
1000	110	13	16000	100	13
2000	110	11	18000	60	13
3000	110	12	20000	60	14
4000	110	10	25000	60	18
5000	120	11	30000	80	27
6000	110	14	35000	60	34
7000	100	13	40000	70	31
8000	100	10	45000	60	34
9000	110	10	50000	60	23
10000	110	12	55000	60	25
12000	130	10	60000	70	24
			65000	70	30

UPPER AIR SOUNDING
2200EST 18 July 1952

(For plotted sounding see inclosure No.1)

```
RSUS COF 190300Z
COF 03 02327 24114 01208 00068 25223 01111 85531 20511 01212 70070
08563 01114 50948 59996 00611 40505 69998 00618 55555 11952 21204
22870 17133 33824 19525 44560 56684 55546 56724 66518 57992

COF53 30184 85993 00724 20068 06997 00732 15652 16993 00633 10443
20996 00625 05836 08992 55555 77375 72854 88342 78844 66666 09521
08817 10158
```

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Patrick Air Force Base, Florida
21 July, 1952

MEMORANDUM TO LT COL EVANS:

In compliance with your verbal request following is an account of my observation of the incident at Patrick AFB on Friday evening, 18 July 1952.

At approximately 2130, I, together with Mr. A. R. Lazenby and Mr E. W. Taylor, both employees of Base Supply, was waiting in a staff car in the parking lot beside the Provost Marshal's office while the driver, Amn Cornelius, was getting the trip ticket signed by the OD. Mr Lazenby first noticed a peculiar light in the sky to the South of the Base. From that time until we passed through the South Gate approximately 15 minutes later, we watched this light and speculated as to what it might be. It was not a "sharp" light like a bare bulb but more like a light shining through frosted glass. It appeared 3 or 4 times the size of a large star. No shape of any kind was discernable. It had a slightly orange or reddish color. It appeared to blink but with no regularity whatever. It wasn't as though the light was being turned off and on but like it was passing behind something. It appeared to be about 2 miles SSW of the Base at 5 to 6 thousand feet approximately over the Banana River. It was proceeding very slowly and errectically NNE in a level path over the river. It seemed to move for 2 or 3 minutes and then stop for 30 seconds to a minute before proceeding. I would estimate that at no time was it traveling at more than 40 MPH. It was approximately west of the center of the Base when we left the South Gate and it faded from view as we proceeded south down A1A.

Fred England
FRED ENGLAND
Adjutant General's Office

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20 JUNE 1952

SUBJECT: PHENOMENA SIGHTED OVER PATRICK AFB, FLORIDA

TO: WHOM IT MAY CONCERN

AT APPROXIMATELY 2145 ON THE NIGHT OF 18 JULY, 1952 WHILE STANDING IN BASE OPERATIONS, A MAINTANCE CREW WALKED IN AND SAID THAT THERE WAS A STRANGE LIGHT MOVING NORTH OVER THE FEILD. THE MAINTANCE CREW, AIRDROME OFFICER, OPERATIONS DISPATCHER AND MYSELF WALKED OUTSIDE TO SEE THE LIGHT. IT WAS STANDING STATIONARY AT THE TIME WEST OF THE FEILD AT AN ANGLE OF APPROXIMATELY FIFTY DEGREES ABOVE THE HORIZON AND LOOKED TO BE ABOUT THE SIZE OF A STAR COLORED AMBER-RED. THE LIGHT BEGIN TO MOVE SLOWLY NORTH AND THEN SOUTH WITH NO APPARENT TURNS. THINKING THAT THE LIGHT MIGHT HAVE BEEN A WEATHER BALLON, I WENT INSIDE AND CALLED BASE WEATHER TO SEE IF THEY HAD RELEASED A BALLON. WEATHER ADVISED THAT A BALLON HAD BEEN RELEASED ABOUT TWENTY FIVE MINUTES BEFORE AND THAT IT WAS AT AN ALTITUDE OF 7,800 FEET. I WENT BACK OUTSIDE SATISFIED THAT THE LIGHT WAS A WEATHER BALLON. WHEN I ARRIVED OUTSIDE ANOTHER LIGHT HAD BEEN SIGHTED MOVING FROM EAST TO WEST DIRECTLY OVERHEADAT A CONSIDERABLY HIGH SPEED. AFTER WATCHING IT UNTIL AT AN ANGLE OF ABOUT THIRTY DEGREES ABOVE THE WEST HORIZON THE THIRD LIGHT WAS SPOTTED ON APPROXIMATELY THE SAME PATH AS THE SECOND, MOVING FROM EAST TO WEST.

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THE THIRD LIGHT DISAPPEARED FROM SIGHT AT ABOUT THIRTY DEGREES ABOVE THE WEST HORIZON. AT THIS TIME WEATHER WAS ADVISED TO TRY TO PICK IT UP ON RADAR. BOTH WEATHER AND RAWINSONDE TRIED TO FIND THE LIGHTS ON RADAR WITH NO SUCCESS. IN THE MEAN TIME A FOURTH LIGHT HAD BEEN SIGHTED MOVING FROM WEST TO EAST WHICH I DID NOT SEE. IT WAS SAID TO HAVE MOVED EAST UNTIL ALMOST DIRECTLY OVER HEAD AND THEN MADE A WIDE TURN TO THE LEFT AND MOVE BACK WEST. THE LAST LIGHT SPOTTED TO MY KNOWLEDGE WAS MOVING FROM THE SOUTH TO NORTH SLIGHTLY WEST OF THE FEILD. IT WOULD BE BEYON MY POWER TO ESTIMATE THE ALTITUDE OF THE LIGHTS AS THERE WAS NO OUTLINE AT ALL. AT APPROXIMATELY 2230 THE CONTROL TOWER CALLED ORLANDO AIRPORT AND PINECASTLE AFB. TO SEE IF EITHER HAD AIRCRAFT IN THE PATRICK AFB AREA. BOTH STATIONS REPLIED NO.

William D. Desern

A/2C WILLIAM D. DESERN

AF 14 374 122

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20 Jul 52
Patrick AFB
Florida

On the night of the 18 of July, 1952 about 2145, S/Sgt Blackmon, T/Sgt Bishop and myself noticed a string of strange lights in the sky South of Hangar 800 and moving slowly North. The lights appeared to be going on and off at different intervials. We continued to observe the sight for about ten minutes and then proceeded to inform the A.O. on duty and pointed the object out to him which by now had gained quite a bit of altitude and was due West of the hangar and had become stationary.

After a few seconds it again began to proceed North. All of a sudden it reversed its self, heading South, with no apparant turn!

At this time we noticed a bright light moving at high speed directly from the East towards the West. About 30 seconds later another was sighted and moving in the same direction and about the same rate of speed.

Approximately one minute later a fourth light was sighted from the West and moving East at a higher rate of speed than the rest. It proceeded East until it reached the field and then made a 180° turn over the hangar and proceeded West where it came from and disappeared.

At no time during the phenomenon was there any sign of sound and at no time did the lights change color, staying amber all the time.

A/3C Harold A. Heickelbech
AF 14426414

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S/Sgt Howard C. Blackmon
6550th Air Supp. Sq.
Patrick AFB, Fla.

July 18th 1952 about 22:00 hour I was at Hangar 800 when I saw a light in the South moving very slow. Looked like a weather balloon only it was moving North and the wind was out of the East. While watching this light there were two or three more lights appeared in the West. These lights were much brighter than star, they were also white and study and moving about six or seven hundred miles pr. hour. I could not judge the alt. but I would thank that they were low enough to be heared if they had been jets. Two of these lights moved over the Hangar headed East, in a few minutes two came back from the East about three minutes later only one light came out of the West and made a 180° over the hangar and headed back West. It was much lower than the others, but I heared no noise.

S/Sgt H. C. Blackmon

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DOD [illegible]

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On the night of 18 Aug 1952 while returning from the coffee shop at approx 2145 hrs I saw what appeared to be a string of 4 or 5 closely spaced white lights in the vertical position south and a little west of the field. When I reached hangar 800 the lights were still visible moving slowly in a northerly direction and gaining altitude. When reaching a position approx. 280° from hangar it appeared to be a single white light standing still in the sky, then started traveling back south slowly. I paid no more attention to this particular light as two more white lights appeared over the hangar out of the east traveling west at about 30 second intervals at a great rate of speed and immediately disappeared into the west. Approx 3 or 4 minutes later another white light appeared approaching from the west and made an 180° turn over the field at a great rate of speed and disappeared again into the west.

I could see no shape or outline of these lights or could I hear any engine noise.

The weather at this time was clear and visibility very good.

T/Sgt Robert L. Bishop
AF 38607419

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To whom it may concern: On July 18, from the hours 1600 to 2400, I, Airman Second Class Reilly, Jack W., was a witness to the flying objects which appeared between the hours of 2220 to 2245. The crew members called my attention to the objects that were in the sky. The first object that I saw appeared to me as a star. The object was at a standstill. As I watched the object seemed to move toward the north at a very low rate of speed. During this movement, the object changed its course and headed south still at a very low rate of speed. My attention was attracted almost immediately as the first object started south by the second object coming out of the east. This object appeared to me as a larger object than the first. It s color was of an amber color and traveling at a high rate of speed. I followed the object until it went out of sight in the west. Immediately after that, a third object appeared from the same direction as the second one did, heading west at the same rate of speed. The first three objects appeared to me to be at an altitude of six to seven thousand feet high. The way I estimate the altitude of the objects was that I was told by the weather station that they had released a balloon at approximately 2150 and that the balloon was at approximately 7400' at the time the second object appeared. As the third object disappeared in the west, it was approximately from 10 to 15 seconds before the fourth object appeared out of the west heading due east. As I watched the object, it came right over the base, did a 180° turn and went back to the west. All the mentioned objects were the same color and traveling at the same rate of speed. I would say the speed of these objects was from 600 to 900 mph. Why I say this is because at 2320, I saw a commercial airplane traveling on airways amber seven. This airplane was headed south at approximately 200 to 300 mph and the objects were flying 2 to 3 times faster. The lights on the airplane were in no comparison in size or color of the objects I witnessed. During the time the objects were flying the PAFB area, I asked the weather station to try to pickup the objects on their radar scope in which they did not have any success. There were no sounds of any kind coming from the objects.

I solemnly swear that this statement is true.

Jack W. Reilly, A/2C
6550 Air Support Group
Patrick Air Force Base, Fla.

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19 July 52

On the 18th of July 1952 I was on duty as Airdrome Officer of Patrick AFB.

At about 2220 hours, four men who were working on an aircraft in Hangar 800, came into the Base operations office where I was in company with the aircraft dispatcher A/2C Riley, and an airman who was working in the control tower, also an air policeman, and two transient officers.

The four men reported they had sighted a strange looking light traveling across the sky, and wanted us to look at it. We all went outside and they pointed out the light which was about the size of a star and amber red in color. It was about 45° above the horizon and west of the airbase. It was not moving in any direction, but about a minute later began to very slowly move north, stopp and then moved south, still slowly. While observing this light, another similar light was sighted about 20° below the first and moving north at a fast speed.

The first light had moved about 15° to the south when a third similar light was seen over the airfield and heading in a westerly direction at a high speed. Before it had faded out, a fourth light was seen over the airfield and traveling the same path as number 3. It faded out to the west. Meantime lights one, two and three had disappeared. About a minute later a fifth light was seen coming from the west headed east and traveling fast, as it came directly over the airfield, it made a steady and gradual 180° turn to the north and then west and continued heading west until it faded out. The whole sighting lasted only 10 or 15 seconds.

While looking at the lights, one of the men called the weather station and they reported having sent up one radiosonde balloon about 25 minutes earlier, which could have accounted for the one slow moving light but not the others. They were asked it they had sighted any objects on their radar, but they reported in the negative.

About five minutes after the first sighting, A/2C Riley received a telephone call from the newspaper in Melbourne, Florida, asking if we had any aircraft flying as they had received reports.of strange lights being sighting.

The lights did not appear to me as having been those carried by any conventional aircraft, as the lights were single, round in shape and appeared the same at all angles sighted.

At about 2320 an aircraft lights were sighted flying south about 10 miles west of the airfield. These lights were much smaller than the preceding lights and could be distinctly seen flashing on and off and the colors noted. It was traveling at about half the speed of the previous lights, and did not resemble them in any way. When this aircraft was southwest of the airfield, a light flashed on for about 3 seconds which was just above the aircraft, but much larger than the aircraft lights and was amber-red. When it went off, no more lights were seen other than the

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aircraft lights, and no more were seen or reported that night.

Pinecastle AFB at Orlando, Florida, was called to see if they had any aircraft flying and they reported no.

s/LeRoy T. Gunnels
LeRoy T. Gunnels
1st Lt, USAF
AO-2083567
6550th M&S Gp.
Phone 24-110

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2. ATIA
3. C. Files

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JUL 1952 10 08

ACTION

ACTION | INFOR | INFOR

1952 JUL 19 15:59

RA126
WPH117
VYD148
VDC144
JESPT 29
TO
PP/RR JEDWP JEPYB 222
DE JESPT 08
P/R 191800Z
FM CG AFMTC PATRICK AFB FLA
TO JEDWP/CO AIR INTELLIGENCE CENTER WRIGHT-PATTERSON AFB OHIO
INFO JEPYB/CG ARDC BALTO MD

/[redacted]/ MTGEV-7-1149 AT 2200 HOURS EST 18 JULY 52 SEVEN AIRMEN OBSERVED BRIGHT FLYING OBJECTS FROM VARIOUS DIRECTIONS AND SPEEDS PD FOUR SEPARATE OBJECTS SEEN VARYING IN SPEED FROM STANDSTILL TO EXTREMELY HIGH AT 6000 FOOT ALTITUDE AMBER RED IN COLOR AND NO PARTICULAR SHAPE PD NO NOISE HEARD PD ONE OBJECT FLYING VERY SLOWLY NORTH SUDDENLY REVERSED ITS DIRECTION TO SOUTH WITH NO APPARENT TURN PD ENTIRE PHENOMENA LASTED FOR FIVE TO SIX MINUTES PD OBSERVERS INCLUDED AIRDROME OFFICER CMA CONTROL TOWER OPERATOR AIRCRAFT DISPATCHER AND FOUR AIRCRAFT MAINTENANCE AIRMEN PD CAPTAIN R D BREWINGTON 23852A AND LT T R STEELE 3312 USCG ASSIGNED TO USAFIT AT YOUR FIELD ALSO OBSERVED OBJECTS BUT WERE NOT INTERROGATED PD PERSONAL DESCRIPTIONS NOW BEING PREPARED BY EACH AIRMAN AND WILL BE FORWARDED TO YOUR OFFICE 21 JULY COMPLETE WEATHER REPORT WILL BE INCLUDED PD LOCAL PUBLIC IS AWARE OF THE OBSERVED OBJECTS BUT NO CONFIRMATION HAS BEEN ISSUED FROM HERE PD ADVISE THIS OFFICE ON FURTHER ACTION END

19/1829Z JUL JESPT

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FURTHER ACTION END

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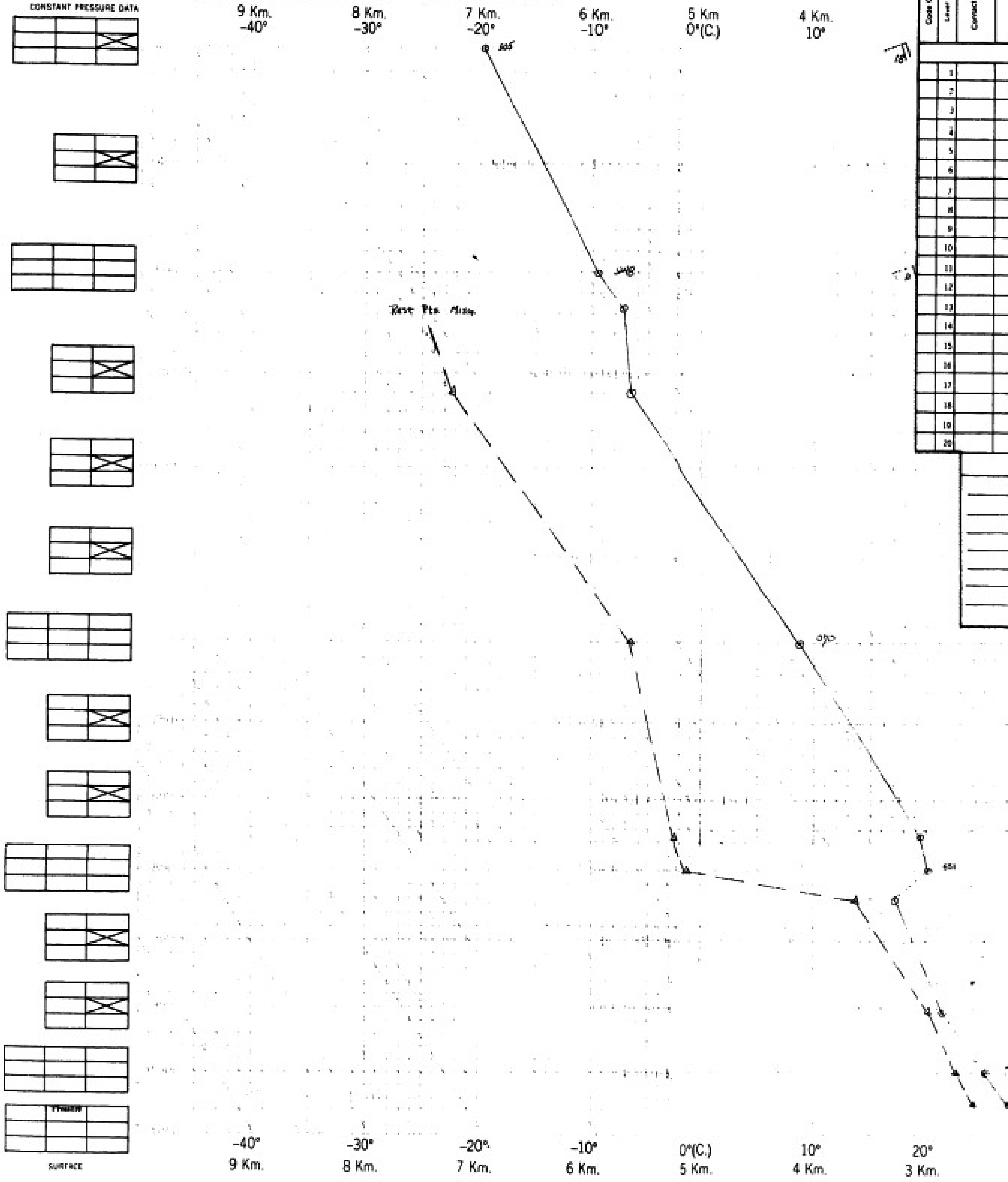
BASELINE CHECK READINGS

Time GCT	Temperature				Humidity		
	Ordinate	Dry	Wet	Ordinate	Rate	Cor	Psychrometer
			°F		%	%	[illegible]
			°C				[illegible]

ADIABATIC CHART
WBAN-31 A



Station
Patrick Air Force Base, Cocoa, Florida
Lat 28° 14' N Long 80° 36' W

DATA AS TRANSMITTED	D. P. TO 0.1 °C OTHER DATA AS ENTERED ON WBAN-13 OR PUNCHED CARD	
[illegible]	H (gpm)	T
TTT$f_d f_d$	* RH	* D. P.
[illegible]	Wind D (16 pts.)	S (m.p.s.)

* Omitted above [illegible] mbs.

Ph – Pressure height
T – Temperature °C
RH – Relative Humidity
Height scale in geopotential meters

Prepared by [illegible]
Verified by
Inspected by

CHART ML-426/UM
1 SEP 1949 – SIG C STOCK NO. 7A507-425 INCL #1

U.S. GOVERNMENT PRINTING OFFICE 1949 – [illegible]

RELATIVE HUMIDITY | DEW POINT | REMARKS

R TRANSMISSION

40° 1 Km.

50° M.S.L.

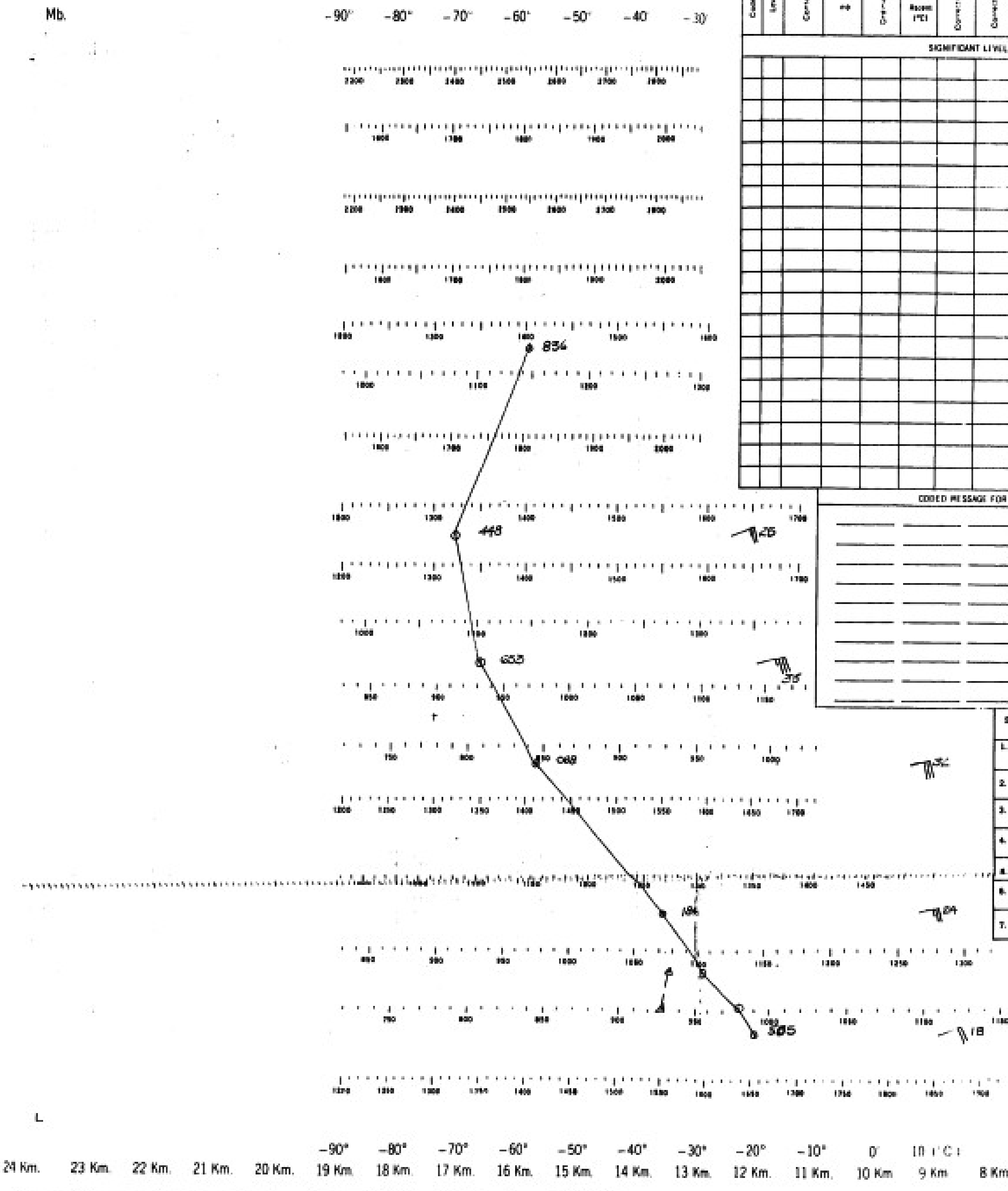
RELEASE TIME

	Day	Time
ly	1958	2100
ly	1958	0000

OCK NO. 2600-701-636-510

ADIABATIC CHART

WBAN-31B



DATA BLOCK H

Code Check	Level No.	PRESSURE		TEMPERATURE			
		Contact	mb	Ordinary	Recom. (°C)	Correction	Corrected

SIGNIFICANT LEVELS

CODED MESSAGE FOR TRANSMISSION

Station

Lat. Long.

DATA AS TRANSMITTED	D.P. TO 0.1°C OTHER DATA AS ENTERED ON WBAN-33 OR PUNCHED CARD	
DD hhh	H (gpm)	T
TTUUU	°RH	°D.P.
ddfff	D (16 pts.) Wind	f (m.p.s.)

*Omitted above 200 mbs

PH - Pressure-height

T - Temperature °C

RH - Relative Humidity

Height scale in geopotential meters.

Drawn by ....

Checked by ....

Inspected by ....

DATE

	Year
...th Mer	
GCT	

Radiosonde No.

CHART HL-426/UM
1 AUG 1951 - SIG C STOCK NO. 74507-426

REPLACES CHART HL-426/UM, 1 SEP 49, WHICH MAY BE USED

U.S. GOVERNMENT PRINTING OFFICE 1954 O - 969645

WCL #1

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PROJECT 10073 WORKSHEET

I. GENERAL

1. DATE

2. LOCATION

3. TIME
Local: ____
Zebra: ____

4. WAS OBJECT OBSERVED FROM THE GROUND? ☒ Yes ☐ No
- ☒ Naked Eye
- ☐ Binoculars
- ☐ Telescope
- ☐ Theodolite

5. WAS OBJECT OBSERVED BY GROUND RADAR? ☐ Yes ☒ No
- ☐ By One Set
- ☐ By Two Sets
- ☐ By Three Sets

6. WAS OBJECT OBSERVED FROM THE AIR? ☐ Yes ☒ No
- ___A/C Observed Object
- ☐ Interception Attempted
- ☐ No Intercept Attempted

7. WERE AIRCRAFT SCRAMBLED TO INTERCEPT? ☐ Yes ☒ No
- ___A/C Scrambled
- ☐ Visual Contact Made
- ☐ A/I Contact Made
- ☐ No Contact Made

8. DID OBJECT CHANGE DIRECTION AT ANY TIME? ☒ Yes ☐ No
- ☒ Normal
- ☐ Violent

9. IF OBJECT WAS A "LIGHT", WAS IT:
- ☐ Blinking
- ☒ Steady

10. LENGTH OF TIME IN SIGHT:
- ☐ 1-15 Seconds
- ☐ 1-5 Minutes
- ☑ Over 10 Minutes

11. REPORTING AGENCY (Unit Number and Mailing Address)

II. ASTRONOMICAL DATA

12. WHAT ASTRONOMICAL ACTIVITY WAS NOTED?

13. DID OBJECT APPEAR TO ARCH DOWNWARD? ☐ Yes ☒ No

14. DID OBJECT HAVE A TAIL? ☐ Yes ☒ No

15. DID OBJECT APPEAR TO DISINTEGRATE? ☐ Yes ☒ No

16. TIME OF SIGHTING RELATIVE TO SUNRISE OR SUNSET (Data From Air Almanac)
- ☒ Night
- ☐ Day
- ☐ Sunrise
- ☐ Sunset

III. AIRCRAFT DATA

17. WERE AIRCRAFT NOTED IN AREA? ☐ Yes ☒ No
- ☐ One Aircraft
- ☐ More Than One Aircraft

18. WAS ANY SOUND HEARD? ☐ Yes ☒ No

19. WERE THERE INDICATIONS OF HIGH BACKGROUND NOISE? ☐ Yes ☒ No

20. WAS THE OBJECT VIEWED ABOVE 45° ELEVATION? ☑ Yes ☐ No

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ATIC Test Form 334 (13 Aug 52)

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IV. BALLOON DATA

21. WERE BALLOONS RELEASED IN AREA? ☑ Yes ☐ No

22. TIME SINCE SCHEDULED BALLOON RELEASE: 15 Minutes

23. POSSIBLE BALLOON LAUNCH SITES DOWNWIND OF SIGHTING:

	Location	Type	Launching Agency	Lighted? Yes	Lighted? No	Describe Lighting
a.	[illegible]	rawin	[illegible]			
b.						
c.						
d.						

(attach overlay)

V. EVALUATION

21. EVALUATION OF SOURCE:

☑ Excellent
☐ Good
☐ Fair
☐ Poor
☐ Unreliable
☐ Extremely Doubtful
☐ Hoax

22. DETAILS OF REPORT:

☐ Good
☐ Fair
☑ Poor
☐ Insufficient to Evaluate

23. FINAL EVALUATION:

☐ Was Balloon
☐ Probably Balloon
☐ Possibly Balloon

☐ Was Aircraft
☐ Probably Aircraft
☐ Possibly Aircraft

☐ Was Astronomical
☐ Probably Astronomical
☐ Possibly Astronomical

☐ Other: ____________

☐ Insufficient Data For Evaluation

☑ Unknown

24. COMMENTS:

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ATIC Test Form 334 (13 Aug 52)

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JECT 10073 WEATHER DATA SHEET

1. DATE OF OBSERVATION	2. TIME OF OBSERVATION	3. STATION OBSERVING

4. WINDS ALOFT:

ALTITUDE (feet)	VELOCITY (knots)	DIRECTION (degrees)	ALTITUDE (feet)	VELOCITY (knots)	DIRECTION (degrees)
0			25,000		
1,000			30,000		
2,000			35,000		
3,000			40,000		
4,000			45,000		
5,000			50,000		
6,000			55,000		
7,000			60,000		
8,000			65,000		
9,000			70,000		
10,000			75,000		
12,000			80,000		
14,000			85,000		
16,000			90,000		
18,000			95,000		
20,000			100,000		

5. WAS AN INVERSION LAYER NOTED? ☐ Yes ☐ No
(If yes, at what altitude? ________________)

6. WERE ANY THUNDERSTORMS NOTED IN AREA? ☐ Yes ☐ No
(If yes, at what quadrant? ________________)

7. CLOUD COVER:
____ tenths at _____ feet. _____ tenths at ______ feet.
____ tenths at _____ feet. _____ tenths at ______ feet.

8. VISIBILITY WAS
______ MILES.

9. COMMENTS:
Excellent

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DECLASS[illegible]
DOD DIR [illegible]

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ATIC Test Form 333 (13 Aug 52)

[redacted]

22 Jul

AF FORM 112—PART I UNCLASSIFIED (CLASSIFICATION)
APPROVED 1 JUNE 1948

COUNTRY: USA
REPORT NO.: IR-18-52
(LEAVE BLANK)

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: FLYOBRPT
AREA REPORTED ON: UVALDE, TEXAS
FROM (Agency): INTELLIGENCE DIVISION, LACKLAND AIR FORCE BASE, TEX.
DATE OF REPORT: 28 JULY 52
DATE OF INFORMATION: 22 JULY 52
EVALUATION: F2
PREPARED BY (Officer): 2d Lt, LOUIS H KISTLER, JR, Chief, Intel.Div.
SOURCE: DON EPPERLY, Weather Observer, Trans-Texas Airlines
REFERENCES (Control number, directive, previous report, etc., as applicable): MYMSG G106 and AFL 200-5, 29 Apr 52

SUMMARY: (Enter concise summary of report. Give significance in final one-sentence paragraph. List inclosures at lower left. Begin text of report on AF Form 112—Part II.)

The report of the sighting of an unidentified flying object by Mr. Don Epperly, weather observer and station manager for Trans-Texas Airlines, Uvalde, Texas, was relayed to this Headquarters by Mr. Ralph Desmond, U. S. Weather Bureau, Municipal Airport, San Antonio, Texas. This Headquarters contacted Mr. Epperly by electrical means and he reported the following information.

The object was sighted at Uvalde, Texas at 1445, 22 July 1952.

The observer described the object as being large and round, of silver color. The object was estimated to be approximately 50 feet in diameter and at an altitude of 20,000 feet. The object had a very bright after-glow. No aerodynamic features were visible. The object had tremendous speed, estimated as being well over 1,000 miles per hour; propulsion system was not visible and no sound was audible to the observer. The movement of the object was described as "gyrating". The object was traveling from East, about 40 degrees from the horizon, to Southwest. The object seemed to climb higher every second and was observed for approximately 45 seconds before it disappeared behind a large cumulus cloud. The observer did not see the object again.

The observer was located at 29 degrees 11 minutes 16 seconds latitude and 99 degrees 46 minutes 36 seconds longitude.

Clouds were scattered; cloud base, 3,000 feet; visibility, 15 miles; temperature, 96 degrees; dew point, 65.

No known aircraft were in the air in the locality at the time of sighting and the wind was considered too strong for crop dusters to be operating.

The object was also sighted by a passenger who was in the ticket office with Mr. Epperly. The name of this passenger is not known by this Headquarters.

No information relative to the observer is available at this Headquarters. He did state that he had been doing his job long enough to know that the object sighted was not a bird, airplane, or a weather balloon.

APPROVED:

no INCL

Louis H Kistler, Jr
LOUIS H KISTLER, JR
2d Lt, USAF
Chief, Intelligence Division

Robert E. Horton
ROBERT E HORTON
Lt Col USAF
Wing Operations Officer

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Director of Intelligence, Hq USAF, Washington 25, D.C.
Chief, Air Technical Intelligence Center, ATTN: ATIAA-2c, Wright-Patterson AFB, O.
CG, TTAF, Gulfport, Miss.
[illegible]

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DOD DIR 5200.10

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[redacted]

16—55609-1 U. S. GOVERNMENT PRINTING OFFICE

1. ATIAA
2. ATIA
3. C. Files

ACTION

UNCLASSIFIED

JUL 1952 09 11

1952

RF030
WPB025
YMX017L
WYC033
WDA026
JWFYD 027

1952 JUL 28 22:14

RR JEPHQ JEDWP JEDEN JEDST 444
DE JWFYD 27
R 282145Z ZNJ
FM CG LACKLAND AFB TEX
TO JEPHQ/D/I HQ USAF WASHDC
JEDWP/ATIC WRIGHT PATTERSON AFB OHIO
JEDEN/CG ENT AFB COLO
JEDST/ATRC SCOTT AFB ILL

[redacted]/G106G FLYOBRPT. UNIDENTIFIED FLYING OBJ APPEARED LARGE AND RND, SILVER COLORED, ABOUT 50 FT IN DIA. NO VISIBLE AERODYNAMIC FEATURES, HAD VERY BRIGHT AFTER-GLOW, GYRATING MOVEMENT, TREMENDOUS SPEED, PROPULSION SYS NOT VISIBLE, NO AUDIBLE SOUND. OBJ TVL FR E ABOUT 40 DEG FR HORIZON TO SW, SEEMING TO CLIMB HIGHER EVERY SEC. OBJ WAS IN VIEW ABOUT 45 SEC, BLOCKED FR VIEW BY LARGE CUMULUS CLOUD. SIGHTED AT 1446, 22 JUL 52. SPEED EST OVER 1,000 MPH. ALT APPROX 20,000 FT. OBSR LOC LAT 29 DEG 11 MIN 16 SEC LONG 99 DEG 46 MIN 36 SEC. OBJ SIGHTED BY DON EPPERLY, WEA OBSR FOR TRANS-TEX AIRLINES AND ONE PSGR IN TICKET OFFICE. WEA COND AT UVALDE AT TIME OF SIGHTING CLOUD COND SCATTERED, CLOUD BASE 3,000 FT, VISIBILITY 15 MILES, TEMPERATURE 96 DEG, DEW POINT 65 . NO KNOWN ACFT IN AIR IN AREA. W WIND TOO STRONG FOR CROP DUSTERS.

28/2216Z JUL JWFYD

UNCLASSIFIED

Cy 1

75 ✓

TENTATIVE
OBSERVERS QUESTIONNAIRE

SECTION A

1. When did you see the object:

1.1 Date: 22 (Day) July (Month) 1952 (Year)

1.2 Time of day: 14:46 PM (Hrs.) (Min.) A.M. or P.M. (Circle One)

1.3 Time Zone: (Circle One):

a. Eastern
[✓ b. Central]
c. Mountain
d. Pacific
e. Other ________

(Circle One): a. Daylight Saving
[✓ b. Standard]

1.4 Circle one of the following to indicate how certain you are of your answer to the above question 1.2:

[✓ a. Certain]
b. Fairly certain
c. Not very sure
d. Just a guess

2. Where did you see the object?

Garner Field (Postal Address) Uvalde (City or Town) Texas (State) Uvalde (Country)

3. Where were you located when you saw the object:

(Circle One): a. Inside a building
b. In a car
[✓ c. Outdoors]
d. In an airplane
e. At sea
f. Other ________

3.1 Were you:

(Circle One): a. In the business section of a city?
b. In the residential section of a city?
c. In open countryside?
d. Flying near an airfield?
e. Flying over a city?
f. Flying over open country?
g. Other At Airfield

4. How did you happen to notice the object? While taking a weather observation for Trans-Texas Airways 14:50 Weather sequence.

5. When did you report to some official that you had seen the object?

22nd July 1952
Day Month Year

SECTION B

6. What were you doing at the time you saw the object? Checking on the amount of cloud Coverage in sky.

6.1 What had you been doing for the 30 minutes before you saw the object? Try to list the activity or activities, and the approximate amount of time spent on each.

For the last 30 min I had been filing daily flight reports and making work schedule for next week

7. Were you moving at any time while you saw the object? (Circle One):

Yes or [✓ No.]

IF you answered YES, then complete the following questions.

7.1 What direction were you moving?

(Circle One):
- a. North
- b. Northeast
- c. East
- d. Southeast
- e. South
- f. Southwest
- g. West
- h. Northwest

7.2 How fast were you moving? ______ miles per hour.

7.3 Did you stop at any time while you were looking at the object?

(Circle One): Yes or No

8. What direction were you facing when you first saw the object?

(Circle One):

a. North
b. Northeast
[✓ c. East]
d. Southeast
e. South
f. Southwest
g. West
h. Northwest

8.1 What direction were you facing when the object disappeared?

(Circle One):

a. North
b. Northeast
c. East
d. Southeast
e. South
[✓ f. Southwest]
g. West
h. Northwest

8.2 Circle one of the following to indicate how certain you are of your answer to the above two questions. (8 and 8.1).

[✓ a. Certain]
b. Fairly certain
c. Not very sure
d. Just a guess

9. Were you wearing eye glasses when you saw the object? (Circle One):

Yes or [✓ No]

10. How was the object seen?

(Circle One):

a. Through window glass
b. Through windshield
c. Through binoculars
d. Through telescope
e. Through theodolite
f. Through sun glasses
[✓ g. Through open space]
h. Other ____________

11. What do you remember about the weather conditions at the time you saw the object?

The following is the weather report that I sent July 22 at 14:50 P.M.

11.1 CLOUDS (Circle One)

a. Clear sky
b. Hazy
[✓ c. Scattered clouds]
d. Thick or heavy clouds
e. Don't remember

11.2 WIND (Circle One)

a. No wind
b. Slight breeze
c. Strong wind
d. Don't remember

11.3 WEATHER (Circle One)

[✓ a. Dry]
b. Fog, Mist, or light rain
c. Moderate or heavy rain
d. Snow
e. Don't remember

11.4 TEMPERATURE (Circle One)

a. Cold
b. Cool
[✓ c. Warm]
d. Hot
e. Don't remember

July 22
14:50 Central Wx

UVA 30 ⦶ 15 96/95 ↖16/000/TWRG CU ALL QDS/QAXIS

SECTION C

12. Estimate how long you saw the object? ______ Hours ______ Minutes 45 sec. Seconds

12.1 Circle one of the following to indicate how certain you are of your answer to Question 12:

[✓ a. Certain] c. Not very sure
b. Fairly sure d. Just a guess

13. Did the object look: (Circle One) [✓ Solid] or Transparent?

14. Did the object at any time:

(Circle One for each question)

14.1 Change direction?	[✓ Yes]	No	Don't know
14.2 Change speed?	[✓ Yes]	No	Don't know
14.3 Change size?	Yes	[✓ No]	Don't know
14.4 Change color?	Yes	[✓ No]	Don't know
14.5 Break up into parts or explode?	Yes	[✓ No]	Don't know
14.6 Give off smoke?	[✓ Yes]	No	Don't know
14.7 Change brightness?	Yes	[✓ No]	Don't know
14.8 Flicker, throb, or pulsate?	Yes	[✓ No]	Don't know
14.9 Remain motionless?	Yes	[✓ No]	Don't know

15. Did the object give off a light? (Circle One): [✓ Yes] No Don't know

15.1 IF you answered YES, what was the color of the light? very Bright White

16. Tell in a few words the following things about the object?

16.1 Sound Could hear no sound

16.2 Color Silver Color

17. IF there was MORE THAN ONE object, then how many were there? just one
Draw a picture of how they were arranged, and put an arrow to show the direction they were traveling.

18. Did the object at any time:

18.1 Move behind something? (Circle One) [✓ Yes] No Don't know

IF you answered YES, then tell what it moved behind.

Object moved behind a Cumulious Cloud

18.2 Move in front of something? (Circle One) [✓ Yes] No Don't know

IF you answered YES, then tell what it moved in front of.

Object moved just in front of the top of towering CU cloud

18.3 Blend with the background? (Circle One) Yes [✓ No] Don't know

19. Which of the following objects is about the same actual size as the object you saw? (Circle One):

- [✓ a.] Pea
- b. Baseball
- c. Basketball
- d. Bicycle wheel
- e. Office desk
- f. Automobile
- g. Small airplane
- h. Large airplane
- i. Dirigible
- j. Other ____________

19.1 Circle one of the following to indicate how certain you are of your answer to Question 19.

- [✓ a.] Certain
- b. Fairly certain
- c. Not very sure
- d. Uncertain

20. Try to tell the following things about the object:

20.1 How high above the earth was it? 20,000 feet.

20.2 How far was it from you? ________ feet or 8 miles

20.3 How fast was it going? over 1000 MPH miles per hour.

20.4 Circle one of the following to indicate how certain you are of your answer to the above questions:

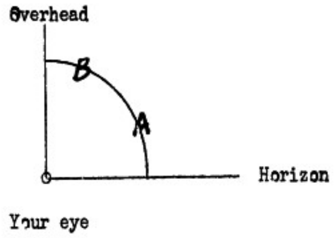
- [✓ a.] Certain
- b. Fairly certain
- c. Not very sure
- d. Just a guess

21. How did the object disappear from view?

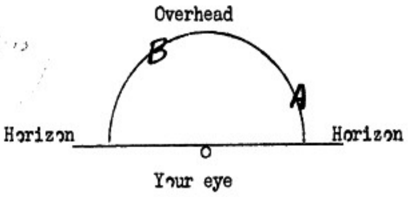
(Circle One): a. Suddenly
b. Gradually
c. Other Behind a cloud Layer to the South West
d. Don't remember

SECTION D

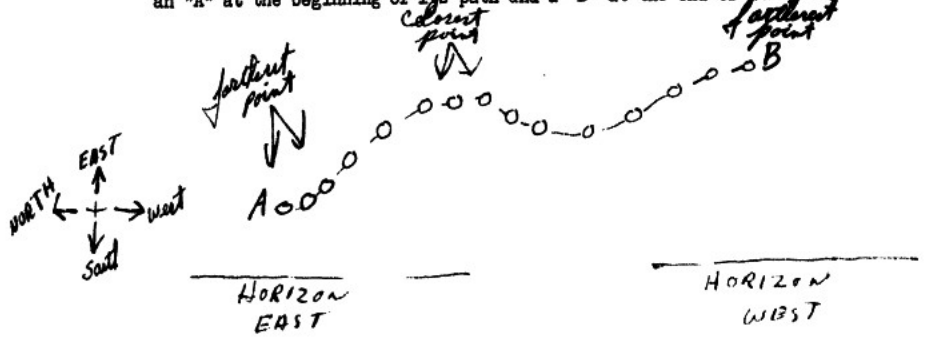
22. In the following sketch, imagine your eye at the point shown. Place an "A" on the curved line to show how high the object was above the horizon when you first saw it. Place a "B" to show where it was when when you last saw it.


Overhead
B
A
Horizon
Your eye

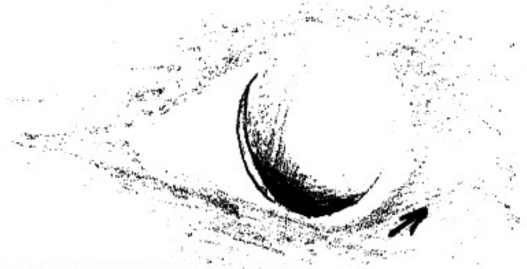
23. In the following sketch place an "A" at the position the object was when you first saw it, and a "B" at its position when you last saw it.


Overhead
B
A
Horizon
Horizon
Your eye

24. Draw a picture that will show the motion that the object made. Place an "A" at the beginning of its path and a "B" at the end of its path.


closest point
farthest point
farthest point
A
B
EAST
NORTH
west
South
HORIZON EAST
HORIZON WEST

25. Draw a picture that will show the shape of the object. Label and include in your sketch any details of the object that you saw, and place an arrow beside the drawing to show the direction the object was moving.



Very bright after glow

SECTION E

26. Was this the first time that you have seen an object like this?
(Circle One): [✓ Yes] No

26.1 IF you answered NO, then when, where, and under what conditions did you see other ones? ______

27. In your opinion what do you think the object was and what might have caused it?

Weather or winds aloft ~~ballon~~ balloon could not possibly have moved that fast. It was not an aircraft as it had no aero-dynamic features. I can identify any aircraft of any country that was built during the first world war to date. It was not an aircraft. I don't know what object

28. Give the following information about yourself:

NAME Epperly (Last Name) Donald (First Name) Arthur (Middle Name)

ADDRESS 132 South High (Street) Uvalde (City) ___ (Zone) Texas (State)

TELEPHONE NUMBER 1063

What is your present job? Station Mgr. Trans Texas Airways

Age 27

Sex male

Last School Attended Midwest Airline School

Year of last attendance at this school 1948

29. Was anyone else with you at the time you saw the object?

(Circle One): [✓ Yes] or No

29.1 IF you answered YES, did they see the object too?

(Circle One): [✓ Yes] or No

29.2 Please list their names and addresses:

Paul Epperly - Atlantic, Iowa.
14 yrs old

30. Please add here any further comments which you believe are important. Use additional sheets of the same size paper if necessary.

I have studied aviation for last 15 yrs, I was Flight Engineer MOS 747 skilled and Aircraft Engineering Technician MOS 925 in the Air Force. I now hold a commercial Pilots Rating. I can name any aircraft by sight or sound but I will say that this object was not an aircraft and was not a weather or winds aloft balloon.

Please advise if I can be of further service. Will gladly give any information that I have at my desposal.

[redacted]

49

USA-MATS IR-468-52 UNCLASSIFIED

Unidentified Flying Object Sighted Near Manhattan Beach, California

State of California, USA

Flight Service, MATS, 3800 Newark Street, N. W., Washington 25, D. C.

28 July 1952

27 July 1952

G-2

Gerald E. Tyler, Major, USAF

Civilian Observer of Manhattan Beach, Calif.

Teletype FLYOBRPT Submitted by March Flight Service Center 272035 PST July

Object was sighted over Manhattan Beach, California at 1835PST 27 July 1952. The object was elliptical or Delta shaped, three dimensional, and appeared to the naked eye about the size of a dime. It first appeared as one object, later breaking up into seven objects. Speed and altitude were both given as very high.

GERALD E. TYLER
Major, USAF
Acting Intelligence Officer

DOWNGRADED AT
DECLASSIFIED
DOD D

Chief, Air Technical Intelligence Center, ATTN: ATIAA-2c

UNCLASSIFIED

[redacted]

[redacted]

UNCLASSIFIED

Flight Service, MATS
3800 Newark Street, N. W.
Washington 25, D. C.

IR-468-52 2 2

1. An unidentified flying object was observed from the surface at Manhattan Beach, California, 27 July 1952. First sighted at 1835PST and observed for 20 minutes both visually and with the aid of 20/50 binoculars by civilian observer.

2. The object was elliptical or Delta shaped, three dimensional, and appeared to the naked eye about the size of a dime. It was a bright silver color with gray in the rear. When first sighted it appeared as only one object but later broke up into seven objects. There were no exhaust trails or sounds. It broke up very smoothly and turns were smooth. It appeared as a stack of coins that separated into seven in a V formation of three objects followed by two formations of two each. The entire operation was very gracefully executed. It was overhead at Manhattan Beach and turned south breaking up and disappeared out of sight on a north northeast heading. It was traveling at a very high rate of speed and very high altitude.

3. Weather in the area at the time of sighting was 18,000 feet, scattered clouds, visibility 15 miles, winds aloft from 20,000 to 50,000 feet from the east varying between 15 and 24 knots.

4. Witness: Mr. J. E. Kampf, 1721 Oak Avenue, Manhattan Beach, California, telephone Frontier 45919.

5. There was no known air traffic in the Los Angeles or Manhattan Beach area at the time of sighting.

Comments of Preparing Officer:

1. Mr. Kampf is an ex-Navy pilot now employed as an aircraft engineer and should be a well qualified aerial observer. This report was verified by seven other witnesses at the same address, names unknown.

DOWNGRADED AT [illegible] VALS;
DECLASSIFIED [illegible] RS.
DOD DIR [illegible]

UNCLASSIFIED

[redacted]

[redacted]

CASE #14

27 July 1952 Manhatten Beach, California

Description of Incident

An unidentified aerial object was observed from the ground at Manhatten Beach, California, 27 July 1953. First sighted at 1835 PST and observed both visually and with the aid of 20/50 binoculars by a civilian observer. Object was elliptical or delta shaped, and appeared to the naked eye to be about the size of a dime. It was a bright silver color with gray in the rear. When first sighted, it appeared as one object, but later broke up into seven objects. There were no exhaust trails or sounds. It broke up very smoothly and the turns were smooth. It appeared as a stack of coins that separated [illegible] into seven in a V formation of three objects followed by two formations of two [illegible] each. The entire operation was very gracefully executed. It was overhead at Manhatten Beach and turned south breaking up and disappeared out of sight on a NNE heading. It was traveling at a very high rate of speed at a high altitude. Weather at the time of sighting was 18,000', scattered clouds, visibility 15 miles, winds aloft from 20,000 to 50,000' were from the E varying from 15 to 24 knots. There was no known air traffic in the Los Angeles or Manhatten Beach area at the time of sighting. Observer was an ex-Navy pilot now employed as an aircraft engineer and should be a well qualified aerial observer. This report was verified by seven other persons.

Comment

No aircraft in the area. Balloons released in the area were not in the vicinity at the time of sighting. Length of time observed and speed eliminate the possibility of this object being astronomical in nature.

Conclusion

Unsolved

14

27 July 1952 Manhatten Beach, California

Description:

An unidentified aerial object was observed from the ground at Manhatten Beach, California, 27 July 1953. First sighted at 1835 PST and observed both visually and with the aid of 20/50 binoculars by a civilian observer. Object was elliptical or delta shaped, and appeared to the naked eye to be about the size of a dime. It was a bright silver color with gray in the rear. When first sighted, it appeared as one object, but later broke up into seven objects. There were no exhaust trails or sounds. It broke up very smoothly and the turns were smooth.It appeared as a stack of coins that seperated into seven in a V formation of three objects followed by two formations of two each.The entire operation was very gracefully executed. It was overhead at Manhatten Beach and turned south breaking up and disappeared out of sight on a north northeast heading. It was traveling at a very high rate of speed at a high altitude. Weather at the time of sighting was 18,000', scatered clouds, visibility 15 miles, winds aloft from 20,000 to 50,000' were from the east varying from 15 to 24 knots. There was no known air traffic in the Los Angeles of Manhatted Beach area at the time of sighting. Observer was an ex-Navy pilot now employed as an aircraft engineer and should be a well qualified aerial observer. This report was verified by seven other persons.

COMMENT:

No aircraft in the area. Balloons released in the area were not in the vicinity at the time of sighting.Length of time observed and the speed eleminate the possibilaty of this object being astronomical in nature.

CONCLUSION:

UNSOLVED

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

UNCLASSIFIED

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

CO, ATIC

DATE-TIME GROUP 11730Z Aug 52

[redacted]

PRECEDENCE FOR: ACTION ROUTINE

☐ BOOK MESSAGE

☒ ORIGINAL MESSAGE

☐ MULTIPLE ADDRESS

CRYPTOPRECAUTION ☐ YES ☒ NO

REFERS TO MESSAGE:

IDENTIFICATION

CLASSIFICATION

TO: CO MARCH AFB CALIF

INFO:

ATIAA-5 File

FROM: AFOIN-ATIAA-8-1 FOR FLIGHT SERVICE

Re your message to Hq USAF regarding unidentified object sighting by J. E. Kemp, 1721 Oak Ave., Manhatten Beach, Calif., on 27 July 52. Request reinterrogation of source and other witnesses and forwarding of detailed AF Form 112 to ATIC, Attn: ATIAA-5. Would also like immediate information on balloon releases from all sources and a/c in area between 1735 and 1845 PST, 27 July 52.

In reply cite Project Blue Book.

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

SECURITY INFORMATION

[redacted]

PAGE 1 OF 1 PAGES

DRAFTER'S NAME (and signature, when required)

LT J. K. ROTHSTEIN/ws

RELEASING OFFICER'S SIGNATURE

SYMBOL ATIAA-5

TELEPHONE 54261

OFFICIAL TITLE ROBERT E. KENNEDY, Major, USAF
Air Adjutant General

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 49, WHICH MAY BE USED.

16—58023-2 ☆ U. S. GOVERNMENT PRINTING OFFICE

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UNCLASSIFIED

ACTION

-6 AUG 1952 09 38

1. ATIAA
2. ATIA
3. C. Files

INFOR

1952 AUG 5 20:4

RA662

WPG152

NYA279

JWPRH A132

PP JEDWP

DE JWPRH 641

P 052240Z ZNJ

FM CO MARCH FLT SV CEN MARCH AFB CALIF

TO CC ATIC WRIGHT PATTERSON AFB OHIO

[redacted] 5-H-1 REFERENCE TWX 31/2145Z PROJECT BLUE BOOK ON 27 JUL 52 LONG BEACH AFB CALIF RELEASED TWO WEATHER BALLOONS CMA ONE AT 1300 PST AND ONE AT 1940 PST PD BURBANK WEATHER BUREAU BURBANK CALIF RELEASED TWO WEATHER BALLOONS CMA ONE AT 1300 PST AND ONE AT 1900 PST PD THESE WEATHER BALLOONS WERE 30 INCHES IN DIAMETER WHEN RELEASED PD AIR TRAFFIC BETWEEN 1735 PST AND 1845 PST WERE 39 AIR CARRIER AIRCRAFT CMA 18 CIVILIAN AIRCRAFT AND ONE NAVY AD AIRCRAFT PD NO JET AIRCRAFT WERE IN THE AIR PD END HANLON CO MARCH FLT SV CEN MARCH AFB CALIF

05/2254Z AUG JWPRH

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

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UNCLASSIFIED

1. ATIAA
2. ATIA
3. Files

OPERATIONAL IMMEDIATE

23 JUL 1952 10 12 Z

1952 JUL [illegible] 09 [illegible]

C L

ACTION

INFOR

ATIC

1952 JUL 28 07 19

JEDWP Z3

OPCP JEDWP

DE JEDWP 3Z

OP 280547Z

FM MARCH FLIGHT SERVICE CENTER MARCH AFB CALIF

TO ZEN/HQDRS USAF WASHDC

JEDWP/AIR TECHINICAL INTELLIGENCE CENTER W ATTN ATIAA 2C

WRIGHT-PATTERSON AFB OHIO

ZEN/CG ENT AFB COLORADO SPRINGS COLO

ZEN/CO MATS INTELLIGINCE DIVISION

ZEN/CMDR FLIGHT SERVICE WASHDC

ZEN/CG 15TH AF MARCH AFB CALIF

FLYOBRPT

1. THE OBJECT WAS ELLIPTICAL SHAPE TO A DELTA SHAPE AND THREE DIMENSIONAL AND APPEARED TO THE NAKED EYE ABOUT THE SIZE OF A DIME WHILE ONLY ONE OBJECT AND WAS OF A BRIGHT SILVER CVLOR WITH GRAY AT THE BACK PD WHEN FIRST SIGHTED IT APPEARED AS ONLY ONE OBJECT BUT LATER BROKE UP INTO SEVEN OBJECTS PD THERE WERE NO EXHAUST TRAILS OR SOUND PD IT BROKE UP VERY SMOOTHLY AND TURNS WERE SMOOTH PD IT APPEARED AS A STACK OF COINS THAT SEPERATED INTO SEVEN AND WAS A FORMATION OF 3 OBJECTS WITH TWO IN FORMATION TO THE STERN AND ANOTHER FORMATION OF TWO TO THE STERN OF THAT PD THE

ENTIRE OPERATION WAS EXECUTED VERY GRACEFULLY PD IT WAS OVERHEAT
AT MANHATTAN BEACH AND TURNED SOUTH BREAKING UP AND DISAPPEARED
OUT OF SIGHT ON A NNE HEADING PD TI WAS TRAVELING AT A VERY
HIGH SPEED AND VERY HIGH ALTUTUFR PD

2. 27/1835PST TO 27/1855P AND WAS OBSERVED FOR 20 MINUTES

3. THE OBJECT WAS SEEN BOTH VISUAL AND BY THE AID OF 20/50 POWER
BINOCULARS

4. THE OBSERVATION WAS MADE AT 1721 OAK AVE MANHATTAN BEACH
CALIF

5. THE OBSERVATION WAS MADE BY MR. J.E. KAMPF OF THE OBOVE ADDRESS
PHONE FRONTIER 45919 AND BY SEVEN OTHERS AT THE SAME ADDRESS
MR. KAMPF IS AND EX NAVY PILOT AND IS NOW AN AIRCRAFT ENGINEER

6. WEATHER AT 1830P 180 SCTD 15 MILES ALOFT 20000 090/
15K 3000 909/17K 40000 080/120K 50000 090/24K

7. NO KNOWN AIR TRAFFIC IN THE LOS ANGELES OR MANHATTAN BEACH
AREA AT THAT TIME

28/0625Z JUL JEDWP

X

Cy—1

[redacted]

1. ATIAA
2. ATIA
3. C. Files

ATIC

ACTION INFOR. A.G.O.T INFOR. JUL 1952 09 11.

552

28 PM 9:0

ACTION

WPA018

TYB018

JEPHQ B019

RR JEDWP

DE JEPHQ 350A

R 282155Z

FM HQ USAF WASHDC

TO CGAMC WPAFB OHIO

ATTN ATIC ATIAA-5 FROM AFOIN 41629 FOLG MSG RECEIVED FROM MARCH AFB FLT SVC CLN "CIRVIS PART 1. FLASH THE OBJECT WAS ELIPTICAL TO A DELTA SHAPE AND PREDIMENTIAL. AND APPEARED TO THE NAKED EYE THE SIZE OF A DIME AND ONLY ONE OBJECT AND WAS OF A BRIGHT SILVER COLOR WITH GREY AT THE BACK. WHEN FIRST SIGHTED IT APPEARED AS ONE LATER BREAKING UP INTO 7 OBJECTS THERE WAS NO EXHAUST TRAILS OR SOUND. IT BROKE UP VERY SMOOTHLY AND TURNS WERE VERY SMOOTH. IT APPEARED AS A STACK OF COINS THAT SEPARATED INTO 7 AND WAS A FORMATION OF 3 OBJECTS WITH 2 IN FORMATION THE STERN AND FORMATION OF 2 TO THE STERN OF THAT. THE ENTIRE OPERATION WAS EXECUTED VERY GRACEFULLY. IT WAS OVERHEAD AT MANHATTEN BEACH AND TURNED SOUTH BREAKING UP AND DISAPPEARED OUT OF SIGHT AT A NNE. IT WAS TRAVELLING AT A VERY HIGH SPEED AT VERY HIGH ALTITUDE. PART 2. 271835 PACIFIC STANDARD TIME

TO 1855. WAS OBSERVED FOR 20 MIN. PART 3. THE OBJECT WAS SEEN BOTH VISUAL AND BY THE AID OF 20-50 POWER BINOCULARS. PART 4. OBSERVATION WAS MADE AT 1721 OAK AVE MANHATTEN BEACH CALIF. PART 5. THE OBSERVATION WAS MADE BY J E KAMP AT THE ABOVE ADDRESS. THE PHONE

PAGE TWO JEPHQ 350A

TO 1855. WAS OBSERVED FOR 20 MIN. PART 3. THE OBJECT WAS SEEN BOTH
VISUAL AND BY THE AID OF 20-50 POWER BINOCULARS. PART 4. OBSERVATION
WAS MADE AT 1721 OAK AVE MANHATTEN BEACH CALIF. PART 5. THE
OBSERVATION WAS MADE BY J E KAMP AT THE ABOVE ADDRESS. THE PHONE
NBR IS FRONTIER 45919 CMA AND BY 7 OTHERS AT THE SAME ADDRESS.
MR KAMP IS AN EX NAVY PILOT AND IS NOW AN AIRCRAFT ENGINEER. PART
6. WEATHER AT 1830 PACIFIC 18000 SCATTERED 15000 VISIBILITY 20000 090
FLASH 15 KNOTS 30000 909 17 KNOTS 40000 080 AT 20 KNOTS 50000 090
24 KNOTS. PART 7. NO KNOWN AIRCRAFT AT MANHATTEN BEACH AREA AT THAT
TIME

28/2223Z JUL JEPHQ

Cy 1

1. ATIAA
2. ATIA
3. C. Files

ACTION 1952 15 03

1952 JUL 14 B

ACTION | INFOR. | A.G.O. INFOR.

ATIC

JUL 28 PM 9:49

REO0ST

WPA014LYDA018

TYB015

JEPHQ B041

PP JEDEN JEDWP 222

DE JEPHQ 04A

P 281329Z

FM HQ USAF WASH DC

TO JEDEN/CG ADC ENT AFB COLORADO SPRINGS COLO

JEDWP/CG ATIC WRIGHT PATTERSON AFB OHIO

ACTION

FROM AFOIN ATIC FOR ATIAA 41316 FOLLOWING MSG FR FLT SV CTR MARCH AFB CALIF IS QUOTED FOR YOUR INFO CLN CIRVIS PART 1 FLASH THE OBJECT WAS ELIPTICAL TO A DELTA SHAPE AND 3 PREDIMENTIAL CMA AND APPEARED TO THE NAKED EYE THE SIZE OF A DIME AND ONLY ONE OBJECT AND WAS OF A BRIGHT SILVER COLOR WITH GREY AT THE BACK. WHEN FIRST SIGHTED IT APPEARED AS ONE LATER BREAKING UP INTO 7 OBJECTS THERE WAS NO EXHAUST TRAILS OR SOUND. IT BROKE UP VERY SMOOTHLY AND TURNS WERE VERY SMOOTH. IT APPEARED AS A STACK OF COINS THAT SEPARATED INTO 7 AND WAS A FORMATION OF 3 OBJECTS WITH 2 IN FORMATION OF THE STERN AND A FORMATION OF 2 TO THE STERN OF THAT. THE ENTIRE OPERATION WAS EXECUTED VERY GRACEFULLY. IT WAS OVERHEAD AT MANHATTEN BEACH

PAGE TWO JEPHQ 04A

AND TURNED SOUTH BREAKING UP AND DISAPPEARED OUT OF SIGHT AT A NNE. IT WAS TRAVELING AT A VERY HIGH SPEED AT VERY HIGH ALTITUDE. PART 2. 271835 PACIFIC STANDARD TIME TO 1855. WAS OBSERVED FOR 20 MIN. PART 3 THE OBJECT WAS SEEN BOTH VISUAL AND BY THE AID OF 20-50

AND TURNED SOUTH BREAKING UP AND DISAPPEARED OUT OF SIGHT AT A NNE. IT WAS TRAVELING AT A VERY HIGH SPEED AT VERY HIGH ALTITUDE. PART 2. 271835 PACIFIC STANDARD TIME TO 1855. WAS OBSERVED FOR 20 MIN. PART 3 THE OBJECT WAS SEEN BOTH VISUAL AND BY THE AID OF 20-50 POWER BINOCULARS. PART 4. OBSERVATION WAS MADE AT 1721 OAK AVE CMA MANHATTEN BEACH CMA CALIF. PART 5. THE OBSERVATION WAS MADE BY J E KAMP AT THE ABOVE ADDRESS. THE PHONE NBR IS FRONTIER 45919 CMA AND BY 7 OTHERS AT THE SAME ADDRESS. MR KAMP IS AN EX-NAVY PILOT AND IS NOW AN AIRCRAFT ENGINEER. PART 6. WEATHER AT 1830 PACIFIC 18000 SCATTERED 15000 VISIBILITY 20000 090 FLASH 15 KNOTS 30000 909 17 KNOTS 40000 080 AT 20 KNOTS 50000 090 24 KNOTS. PART 7 NO KNOWN AIRCRAFT IN MANHATTEN BEACH AREA AT THAT TIME 28/0647Z

28/1841Z JUL JEPHQ

cy 1

49

27 Jul

HARVARD COLLEGE OBSERVATORY
CAMBRIDGE 38, MASSACHUSETTS

June 14, 1961

Major William T. Coleman
SAFOI-3
Room 4C-922
The Pentagon
Washington 25, D. C.

Dear Major Coleman:

I enclose herewith a rough draft of an analysis I've made of the Manhattan Beach, California sighting of 27 July 1952. I would invite your comments and, in particular, wonder if you have any information about the winds at lower levels.

With many thanks, and best regards, I am

Gratefully yours,

Donald H. Menzel
Director

DHM:gq
Enclosure
CC: Major Friend ✓

FLYING SAUCERS

An Analysis of the Sighting 27, July 1952 at Manhattan Beach, California

In a large number of UFO sightings, especially those occurring in the daytime, the observer reports having seen a bright, silvery spot in the sky. Sometimes the spot is so small that it appears star-like. Other times it has definite shape and area. Frequently it changes its brightness abruptly and suddenly disappears, leaving the observer to conclude that UFO has suddenly accelerated and disappeared in a tremendous burst of speed. Often the observer reports that the object responsible for the reflection was definitely metallic in character.

We must carefully distinguish between the facts of observation and the conclusions of the witness, no matter how reliable he may be. First of all, let us immediately dispose of a conclusion that the UFO must have been metallic. It is true that a shiny metal object will reflect light, but the converse of the statement that a shiny object must be metallic is by no means necessarily true. A piece of window glass, for example, a bit of plastic, a cellophane wrapper will also reflect light brilliantly. Not as brilliantly as a silvered mirror, to be sure, but still sufficient to provide a dazzling flash. Bodies of water, especially when unruffled by the wind, also provide brilliant reflections, although of course one does not expect to see a lake in the sky. However, certain kinds of clouds, especially when filled with ice crystals, may also reflect brilliantly in special directions. We have discussed these in detail elsewhere in this book under the name of Sundogs.

There is no know/test by means of which an observer can tell, by examination of the light itself, whether the object was metallic or not. Hence, the reliability of an observer making such a statement is immediately open to question.

Not even a spectroscope will give this information, unless the light does not come from a reflection at all but from some luminous gas. In a somewhat different connotation, Keyhoe (give reference) stated that the astronomers at Mt. Wilson-Palomar had discovered that the apocryphal moon bridge (see page) was metallic by means of spectrographic observation. The story, obviously, has no element of truth in it whatsoever.

But let us look still further into the matter. The observer has concluded that the object sending the light ray does so by means of reflection. On a bright, sunshiny day, this conclusion is probably justified. There are exceptions, however. A plane may have turned on its bright landing lights for test purposes. Some arm of the military may be performing an experiment by burning a cloud of some chemical or exploding some secret device. Hence one cannot even be absolutely sure that the object is reflecting. Indeed, if the reflections come from ice crystals, then not even the object exists, real though it appears to the observer.

And what about the abrupt change of motion, the sudden accelerations and rapid disappearance. Suppose, for example, that the object responsible for the reflection is the wing of a distant airplane, perhaps a plane that is banking to change its course. The brilliant image of the sun mirrored in the wing suddenly flashes out, even though the plane may be ten miles distant--so far that no sound from its motors is noticeable. All one sees is the brilliant glare. Then suddenly the plane levels off. The reflection disappears almost instantaneously, fading away in a couple of seconds. If the observer has concluded that the reflection itself is the object, he will naturally decide that this brilliant object has taken off for parts unknown, when actually the effect results only from the tilt of the mirrored surface. The observer cannot see the plane itself, because of the dimming action of intervening clouds, smoke, or haze. Next let us dispose of the question of altitude. The human eye is a wonderful instrument but it has certain limitations. A person with perfect (20/20) vision should be able to see and recognise a letter one inch high at a distance of feet (check that number). At that distance, the angle subtended by the letter is minutes of arc. For purpose of calculation I am estimating this as one minute of arc, which is probably not far from correct. One fourth of a minute would be the alternate, I would guess. But this would imply just the separation of two dots and not the recognition of the complete letter form.

Binocular vision makes it possible for man to see the apparent solidity, the three-dimentional form of an object. The two eyes, separated approximately three inches (check this) see somewhat different pictures of a nearby object. The brain fuses the two separate responses and produces the remarkable effect of steroscopic vision. This effect results from a convergence of the beams. However, when the object is so far away that the angle between the two eyes of a person is equal to one minute of arc, the picture of the object as recorded on the retina is essentially identical for each eye. When this occurs, stereoscopic vision disappears. This will occur at 1,200 feet, (it could be as much as one mile--check the figure).

There are many illusory three-dimentional effects far beyond this distance. A person automatically gauges the distance to a house, building, a person, or a tree, by its apparent size. Or he may see close objects partly obscuring more distant ones. Sun and shadow produce the illusion of solidity. But this is not true stereoscopic vision in the ordinary sense. Moreover, uncorrected vision defects for many people will sharply reduce even this value.

Another way of saying the same thing is that, at distances greater than 1,000 feet, the eye simply cannot detect the difference between the real object and a life-size flat picture of it. Any 3-D effect represents an unjustified conclusion of the witness. He often describes the three-dimentional character, but the correct inference is that the object showed some shading that he ascribes to the apparent solidity.

Lyle, do you think it might be appropriate to describe a simple experiment? Consider a small model statue three feet high and a life-size photograph of the same object. Put these in the same kind of illumination and view them from a distance of a thousand feet without optical aid. It is absolutely impossible to tell which is the statue and which is the photograph.

This is what we mean by stereoscopic or binocular vision.

And one further point. Out to a distance of one thousand feet, a person can subjectively gauge the distance of the object. This sort of accuracy is attainable in the horizontal direction, but not necessarily upward. In fact, beyond two hundred feet, in observation of a single object, it is essentially impossible for a person to gauge distance with any accuracy whatever. I recall some correspondence I've had with one UFO observer who claimed that the object he saw was at 10,000 feet. I asked him how he knew it was 10,000 feet and he replied that he had had a great deal of experience in aircraft control in an airport and, to use his expression, "10,000 feet was burned on my brain." This is a rather interesting case, because here is a man whose experience should have taughthim differently. For his estimate of the distance shouldhave been only subjective. It might have been 200 feet, 2,000 feet, 10,000, or even 100,000. And his estimates of size and speed would have to be revised accordingly. Many of the reports often say that the object was as large as a dime or as large as a dinner plate, or as large as a B-29. A dime at what distance? One foot? Fifty feet? Or half a mile? It makes a great deal of difference. Really, all one can observe is the angular diameter and the angular speed, not true diameter or speed in miles per hour. These become calculable only when the actual distance to the object is known.

Now specifically returning to the man's sighting, this is a typical unknown sighted at 6:35 P.M. Pacific Standard Time, 27 July, 1952. The observer reported that the object was elliptical or delta shaped, three-dimentional, and appeared to the naked eye about the size of a dime. The man who made this report is an ex-navy pilot, now employed as an aircraft engineer. It was felt that he should be well qualified as an aerial observer. However, we already note that there are inconsistencies in his report.

When the object first appeared, it was single, later breaking up into seven objects. The altitude and speed were both given as high. It had a bright silver color, no exhaust trails or sound. It broke up smoothly ~~and~~ and the turns were smooth. It appeared as a stack of coins had separated in a V-formation of three objects followed by two formations of two each. The entire operation was very gracefully executed . It moved from overhead at Manhattan Beach, turned south, breaking up and disappeared out of sight on a north-northeast heading. Weather in the area at the time of the sighting was 18,000 (I don't know what that means), scattered clouds, visibility fifteen miles, winds aloft between altitudes were 20-50,000 feet, were from the east, varying between 15 and 24 knots. There was no known air traffic in Los Angeles at the Manhattan Beach area at the time of this sighting. Other witnesses verified the report.

The behaviour of this sighting strongly suggests reflection from

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The behaviour of this sighting strongly suggests reflection from some object drifting on the wind. However, the report has it moving north-northeast, more or less against the winds aloft. This strongly suggests that we should try to find out what the wind direction was at Manhattan Beach on that day for the lower levels.

A strip of silver foil, blown by the wind and drifting with it. I think particularly of the kind of silver foil used during the war to jam radars. This consisted of an entire roll, like ribbons, tossed from a plane . These spiralling streamers, known as "window", or "chaff" would reflect radar waves and confuse radar-controlled anti-aircraft fire. There has been a good deal of experimenting with this material. It does drift a long way. Changes in aspect could easily have given the appearance of the coins as the rolled streamers twisted around.

For additional evaluation try to see if there was any chaff experimenting in this region. Probably too late for an evaluation now. Anyway it could have been any number of shiny objects. The critical thing is the wind direction. If the winds were in the same direction at all levels and it was moving against the wind, I favor the identification as an aircraft. I've already described the appearance of an aircraft and have indeed seen one bright flash break up into multiple bright images as the aircraft banked to change course.

The fact that there were no airplanes operating in this vicinity is by no means conclusive.

***

JULY 27, 1952 MANHATTAN BEACH, CALIFORNIA (KEYHOE-1953 P 159 8 WITNESSES

AT 6.35 P.M. ON JULY 27, EIGHT WITNESSES, INCLUDING AN EX-NAVY PILOT, SAW A LARGE SILVERY OBJECT FLYING AT TERRIFIC SPEED OVER MANHATTAN BEACH. IT WAS EVIDENTLY FAIRLY LARGE -- EVEN AT A HIGH ALTITUDE, IT APPEARED TO BE THE SIZE OF A DIME HELD AT ARM-S LENGTH. THE MEN HEARD NO SOUND, AND THE EX-NAVY PILOT, WATCHING THROUGH BINOCULARS, COULD SEE NO EXHAUST TRAILS.

DIRECTLY OVER MANHATTAN BEACH, THE STRANGE SHIP TURNED SOUTH. THEN, TO THE GROUP-S AMAZEMENT, IT SEPARATED INTO SEVEN ROUND OBJECTS. SWIFTLY, THREE OF THESE DISC-SHAPED OBJECTS TOOK UP A V FORMATION, THE OTHERS FOLLOWING IN PAIRS FLYING ABREAST.

IT APPEARED AS IF A STACK OF COINS HAD SMOOTHLY SEPARATED, THE PILOT TOLD AN INTELLIGENCE OFFICER. *THE ENTIRE OPERATION WAS VERY GRACEFULLY EXECUTED. THE TURNS, TOO, WERE VERY SMOOTH.*

AFTER CIRCLING FOR A FEW MINUTES, THE FORMATION TOOK UP A NORTH-NORTHEAST HEADING AND RAPIDLY WENT OUT OF SIGHT. A CAREFUL AIR FORCE CHECK MADE LATER SHOWED THERE WERE NO KNOWN AIRCRAFT IN THE VICINITY.

A similar episode occurred on July 27, 1952, the day after the second Washington "invasion." The dramatically named "stack of coins" sighting at Manhattan Beach, California, was reported by an aircraft engineer, formerly a Navy pilot, and was confirmed by seven other witnesses.

At 6:35 P.M. P.S.T., just before sunset, a bright silvery object appeared high in the sky, elliptical in shape and apparently solid. The size was estimated to be about that of a dime held at arm's length. As the observers watched, it turned to the south and gracefully broke apart into seven smaller objects, as smoothly as a stack of coins separating. The three lead objects assumed a V position, the others followed in two pairs, and the whole formation then turned northeast and quickly disappeared. ATIC investigators, still buried in a mass of equally spectacular reports, could provide no solution to the mystery, and another fleet of saucers had apparently been added to the summer's list.

Immediately concluding that the objects were from outer space, UFO-philes pondered the meaning of the incident. Major Keyhoe suggested that the disks were probably seven different ships that, when first observed, had been stacked like coins and attached to each other by some magnetic force. "A remote-control operator, on a mother ship higher up, would find it far simpler to guide seven disks as one unit than if they were flying separately. Until it was necessary to split them up, for different missions, this would be the most sensible way to control them." [5, p. 160] When last seen, however, the seven objects were apparently still bent on a single "mission"; at least they were all headed in one direction.

FSF05

This sighting has remained technically an unknown chiefly because the descriptions fail to give the necessary information. What direction did the object come from? How long was it in sight? What balloons had been released in the area that day? At what time? What were the winds at high altitudes? The winds at low levels were from the west, and at altitudes from 20,000 to 50,000 feet they

FINAL GALLEY PROOF

were from the east; but what were they in the region above 70,000 feet, the probable location of the object? Even without these facts, a reasonable explanation can be offered: the unknown was a radiosonde balloon that burst at a high altitude.

The sun was low on the western horizon. A balloon at a great height reflects the sun brilliantly from its rubber or plastic skin and gleams like a giant metallic sphere. These balloons usually soar to 70,000 to 90,000 feet before they burst from the cold. The fragments then disperse in an impressively uniform pattern, and may disappear quickly. The radiosonde package and attached parachute fall rapidly at such heights. They are not noticed by the witnesses because the chute usually does not open fully until after the package has fallen some distance into the beginning twilight near the earth's surface.

This explanation of the "stack of coins" can not be proved, of course, but every detail of the incident is consistent with the behavior of a bursting balloon [2].

27 Jul

16 June 1961

Dear Dr. Menzel:

Referring to your letter of June 14th and the enclosed discussion of the 27 July 1952 sighting, I believe a couple of comments may be appropriate.

I call your attention to all of page 6 and the carryover of the last paragraph on that page to page seven. As you know radiosonde balloons (or RAOBS) ascend to altitudes well above 50,000 feet. At that time of day (6:35 P.M. PST) the Sun is probably very low on or slightly below the horizon. Therefore, these persons on the surface would be in a relatively darkened area (slight). An object at altitude in direct sunlight would appear extremely bright and certainly give the impression of being metallic, although it could very well be natural rubber or plastic. And if it was plastic, it would provide even more reflective light.

The description given hints strongly of radiosonde...e.g., time of day, description of movement. Also, the winds of above 50,000 feet would have to be known. They could very well have been from other than east. I'm basing my presumptions on the premise that the balloon is say in the neighborhood of 70,000 feet or higher. These balloons reach, on the average around 90,000 feet before burst.

The separation in itself is strongly indicative of balloon activity. The burst of a balloon at extremely high altitude most always appears in a uniform pattern. Persons reporting these are always greatly impressed with the uniform formation breakup...followed by complete disappearance of the object (the radiosonde package and attached parachute fall rapidly at that altitude and the chute more than likely doesn't fully deploy until the package has fallen into the shadow of the earth.)

Just some thoughts. . .

Sincerely,

WILLIAM T. COLEMAN
Major, USAF
UFO Project Officer
Public Information Division
Office of Information

Dr. Donald H. Menzel
Director, Harvard Observatory
Cambridge, Massachusetts

UNCLASSIFIED

✓1. ATIAA
2. ATIA
3. C. Files

JUL 1952 099 53 ACTION

ATIC
INFOR
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1952 JUL 30

RA088

WPC0S0Z

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WDC110

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PP JEPHQ JEDWP 222

DE JWFKD 4

P 300815Z ZNJ

FM CG 34TH AIR DIV (DEF) KIRTLAND AFB NMEX

TO JEPHQ/DIR OF INTELLIGENCE HQ USAF WASHDC

JEDWP/AIR TECHN INTELLIGENCE CTR WRIGHT PATTERSON AFB OHIO ATTN ATIAA-2C

ZINFO ZEN/CG ENT AFB COLO

ZEN/CG WADF HAMILTON AFB CALIF

[redacted]

FLYOBRPT (1) ELIPTICAL, SIZE UNK DUE TO DISTANCE UNK, YELLOW, ONE, AERODYNAMIC FEATURES NONE, NO SPEED OR SOUND. DIMINISHED IN SIZE BUT NOT INTENSITY, CHANGED COLOR RAPIDLY FROM YELLOW TO WHITE THEN DISAPPEARED.

(2) 30/0605Z JULY 52 TIME OBSERVED THREE MIN.

(3) OBSERVED VISUALLY FROM GROUND

(4) LOCATION OF OBSERVER ALBUQUERQUE NEW MEX 35 DEG MIN NORTH 106 DEG 37 MIN WEST. LOCATION OF OBJECT 220 DEG DISTANCE AND ALT UNK

(5) OBSERVER WW11 PILOT

(6) 15,000 SCATTERED 40 VIS. TEMP 71 DEW POINT 58 WIND NNW 7K 10,000-80 DEG 8K, 15,000-170 DEG 12K 20,000-10 DEG 9K, 25,000-080 DEG 3 K, 30,000-170 DEG 7 K

(7) NONE

(8) NONE

(9) NONE

(10) TWO ACFT IN LOCAL AERA DEFINELTY IDENTIFIED AS ACFT. END

30/0918Z JUL JJWFKD

DOWNGRADED AT [illegible] INTERVALS;
DECLASSIFIED [illegible]
DOD DIR [illegible]

UNCLASSIFIED

AF FORM 112—PART I
APPROVED 1 JUNE 1946

[redacted]

UNCLASSI

COUNTRY | REPORT NO. | (LEAVE BLANK)

United States N/A

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT

AREA REP FLYOBRPT

FROM (Agency)

DATE OF Albuquerque, New Mexico

DATE OF INFORMATION

34th Air Division (Def)

PREPARED BY August 1952

29 July 1952

SOURCE

REFERENCES (Control number, directive, previous report, etc., as applicable) USAF

Visual Observations

SUMMARY: (Enter concise summary of report. Give significance in final one-sentence paragraph. List inclosures at lower left. Begin text of report on AF Form 112—Part II.)

SUBJECT: FLYOBRPT

In accordance with AFL 200-5, dated 29 April 1952, Subject: Unidentified Flying Objects Reporting (Short Title: FLYOBRPT), the following report of unidentified flying objects is submitted:

On the 29th of July at approximately 1000 MST, an unidentified flying object was observed by eight people within and outside the Atomic Energy Commission's installation at Los Alamos, New Mexico. The first people to sight the object were located at the Los Alamos Airport Tower. The Tower Operator spotted the object (after it had been called to his attention by observers on the ground) with the aid of binoculars. A call was made to the ADDC at Albuquerque, New Mexico, and 2 F-86 A/C were diverted to the area. The fighters never saw the object. Altitude of the fighters and the object was about 40,000 feet.

The object was not only observed by people at the Airport, but also, by people at other points near the AEC installation. These reports covered a period of time from 0945 MST to 1030 MST 29 July 1952.

The reliability of the observers contributing to this report is considered good.

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INCLS.

DISTRIBUTION BY ORIGINATOR

AF FORM 112—PART II
APPROVED 1 JUNE 1948

[redacted]
(CLASSIFICATION)

UNC

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	
34th Air Division (Def.)	Non Applicable	PAGE I OF I PAGES

(I) Shape: Unknown.
Size: About the same as a F-86.
Color: A shiny object.
Number: One
Speed: Traveling slightly faster than F-86's .
Other Factors Negative.

(2) Approximately 0949 MST, observed object for about 30 seconds.

(3) Visual

(4) About a mile Northwest of the Los Alamos Airport, Los Alamos New Mexico.

(5) Reliability of the observer is good.

(6) Scattered light clouds, Visibility was good.

(7) Negative

(8) Negative

(9) Fighters were diverted to the area; however fighters failed to see the object.

(I0) One civilian A/C took off at 0950 MST headed due south of the field for Albuquerque.

The information given by Morris L. Jaegar is true and correct to the best of his ability and knowledge

DOWNGRADED AT [illegible]
DECLASSIFIED [illegible]
DOD DIR 5200.10

[redacted]

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	
34th Air Division (Def)	Non Applicable	PAGE 1 OF 1 PAGES

(1) **Shape:** Negative.
Size: About the size of an F-86.
Color: Whitish in color
Number: One
Speed: 500 MPH to 600 MPH.
Other factors unknown.

(2) 1045 MDT, 29 July 1952. Observed it for 3 or 4 seconds.

(3) Visual

(4) Los Alamos Airport, Los Alamos, New Mexico.

(5) Observer's reliability is considered excellent.

(6) Scattered clouds. Visibility good.

(7) Negative.

(8) Negative

(9) Fighters were diverted; however, no object was observed by them.

(10) Negative.

The information given by George T. Shleppey is true and correct to the best of his ability and knowledge.

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

AF FORM 112—PART II
APPROVED 1 JUNE 1948

[redacted]

UNCLASSIFIED

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	
34th Air Division (Def)	Non Applicable	PAGE 1 OF 1 PAGES

(1) Shape: Egg shaped
Size: Unknown
Color: Brownish
Number: One
Speed: Faster than any A/C ever seen.
Other Factors Unknown

(2) Observed for approximately 9 seconds.

(3) Visual

(4) Observer was located 3 miles Northwest of the Los Alamos Airport.

(5) Observer's reliability is considered good.

(6) No clouds in the sky.

(7) Negative

(8) Negative

(9) Fighters were diverted.

(10) Unknown

The information given by Lloyd P. Mitchell is true and correct to the best of his ability and knowledge.

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

AF FORM 112—PART II
APPROVED 1 JUNE 1948

[redacted]
(CLASSIFICATION)

UNCLASSIFIED

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	
34th Air Division (Def)	Non Applicable	PAGE 1 OF 1 PAGES

(1) Shape: Circular - appeared to have no wings or tail surface.
Size: Unknown
Color: Unknown
Number: One
Formation: Unknown
Speed: 500 to 600 MPH in Southwest direction.
Other Factors Unknown.

(2) 1045 MDT, 29 July 1952. Observed for 4 or 5 seconds.

(3) Visual

(4) Control tower at Los Alamos. Object traveling in a Southwesterly direction.

(5) Observer's reliability is considered excellent. He is a pilot for Carco Air Service, Albuquerque, New Mexico.

(6) Sky was clear and wind on the ground was North at 5 to 10 MPH.

(7) Negative

(8) Negative

(9) Fighters were diverted; however, observed no object.
(10) Unknown

The information given by Jack E. Chinn is true and correct to the best of his ability and knowledge.

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS,
DOD DIR 5200.10

#5

[redacted]
(CLASSIFICATION)

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) 34th Air Division (Def)	REPORT NO. Non Applicable	PAGE I OF I PAGES

(I) Shape: Negative
Size: Negative
Color: Negative
Number: One
Aerodynamic Features: Negative
Trail of Exhaust: Negative
Propulsion System: Negative
Speed: Negative
Sound: Negative
Maneuvers: Negative
Manner of Disappearance: Lost to sight

(2) I050 MDT

(3) Visual

(4) Observer at the Los Alamos Air Port, New Mexico, sighted object only for a couple of seconds.

(5) Reliability of observer excellent.

(6) Scattered light clouds, visibility good.

(7) Burnt papers scattered by the wind which were reflecting sunlight.

(8) Negative

(9) Negative

(IO) 2 F-86 Fighters coming from KAFB.

The information given by George R. Morford is true and correct to the best of his ability and knowledge.

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

6

AF FORM 112—PART II
APPROVED 1 JUNE 1948

[redacted]
(CLASSIFICATION)

UNCLASSIFIED

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) 34th Air Division (Def)	REPORT NO. N/A	PAGE 1 OF 1 PAGES

(1) Shape: Negative
Size: Unknown
Color: Bright metallic or aluminum
Number: One
Formation: Negative
Maneuvers: At one brief instant, less than a second, the object appeared to slow from a spinning motion and lines or veins were visible momentarily.
Other factors were negative.

(2) Approximately 1015 MDT to 1115 MDT, 29 July 1952.

(3) Visual Observation.

(4) Los Alamos Airport Tower. Object was directly overhead when first sighted; however, moved off in a southwesterly direction.

(5) Observer's reliabilty is considered good.

(6) Negative

(7) Negative

(8) Negative

(9) Fighters were diverted; however, they did not sight the object.

(10) One civilian A/C took off at 1050 MDT headed due south of the airport for Albuquerque.

The information given above by Mr. Donald R. Wiens is true and correct to the best of his ability and knowledge.

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

#7

AF FORM 112—PART II
APPROVED 1 JUNE 1948

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	
34th Air Division (Def.)	Non Applicable	PAGE I OF I PAGES

(I) Shape: Round
Size: Negative
Color: Negative
Number: One
Formation: Negative
Trails or Exhaust: Negative
Propulsion System: Negative
Speed: Wasnt moving to fast
Sound: Negative
Other Factors: Negative

(2) Approximately IOOOMST, 29 July I952

(3) Visual

(4) Los Alamos, New Mexico

(5) Observers reliability considered good

(6) Scattered clouds, visibility good

(7) Negative

(8) Negative

(9) 2 F-86 Fighters were in the area; however, fighters never observed the object

(IO) One civilian A/C left Los Alamos Air Port at 0950 MST and headed due south of the field for Albuquerque.

The information given by Robert J. Fauteck is true and correct to the best of his ability and knowledge.

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

[redacted]

UNCLASSIFIED

AF FORM 112—PART II
APPROVED 1 JUNE 1948

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) 34th Air Division (Def.)	REPORT NO. Non Applicable	PAGE I OF I PAGES

(I) Size: Very small
Shape: Round
Color: Shiny Metallic
Number: One
Aerodynamic Features: Negative
Trail or Exhaust: Negative
Propulsion System: Negative
Speed: Comparable to our fastest jets
Sound: Negative
Maneuvers: Straight and level flight
Manner of disappearance: Disappeared from sight of observer

(2) 0950 MST

(3) Visual

(4) Observer at the Los Alamos Airport, object straight up from the observer at the time of sighting on a heading of 220°.

(5) Reliability considered excellent

(6) Scattered light clouds, Vis. good

(7) Negative

(8) Negative

(9) Negative

(IO) 2 F-86 Jet Fighters coming from Albuquerque

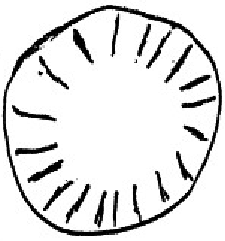
The information given by Herman F.Fuchs is true and correct to the best of his ability and knowledge.

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

29

[redacted]

UNCLASSIFIED



at one very brief instant (less than a second), the object appeared to slow down from a spinning motion and lines or vanes were visible momentarily This happened so quickly that I cannot not be deffinite.

Ken. P. Wiens

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

[redacted]

AF487622 /

UNCLASSIFIED

[redacted]

UNCLASSIFIED

SWORN STATEMENT

I, Morris L. Jaeger, Security Inspector employed by the Atomic Energy Commission, Los Alamos, New Mexico, do hereby make the following statement:

.00

On July 29th, I was north and west of the airport (approximately a mile to a mile and a half.) I had seen this thing for probably 30 seconds. I had been watching these jets with my little ten year old boy at my residence, 3802 Ridgeway Drive, and we were pointing them out and two jets passed generally west to east leaving vapor trails. I just stepped in the door when my boy said he saw three of them so I stepped back out and looked and I saw a shiny object just under the vapor trails travelling in the same direction as the vapor trails and leaving no vapor trail. It seemed to be travelling slightly faster than the jets did that left the trails. It possibly could have been one of the jets that had doubled around and gotten at an altitude below, but it came into this position almost too fast for the jets to have made a complete circle. It is possible that it was a jet that swung around and came back.

I couldn't tell the shape. It was just an object and was shiny and looked about the same size as the jets.

Morris L Jaeger
Morris L. Jaeger
Security Inspector
Protective Force Branch
Los Alamos, New Mexico

Sworn to and subscribed before me this 31st day of July 1952.

Glen D Parrish
GLEN D. PARRISH
1st Lt., USAF
Director of Intelligence

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

Incl #11

Incl 10

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2

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UNCLASSIFIED

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UNCLASSIFIED

SWORN STATEMENT

I, George T. Shleppey, pilot for Carco Air Service, Albuquerque, New Mexico, do hereby make the following statement:

On the 29th of July, at approximately 1045 MST, in company with Jack Chinn, Herman Fuchs, Lt. Buckley and the Tower Operator on duty at the Los Alamos Airport, I sighted an object in the air over Los Alamos. At first sight, the object was seen at about a fifteen degree angle from the vertical, traveling in a southwesterly direction.

To compare it in size and speed with something known, it would appear about the size of an F-86 at about 40,000 feet traveling at an estimated speed of 500 to 600 miles per hour. The sky was clear and the object appeared whitish in color. I observed it for 3 or 4 seconds with the naked eye. Then, I tried to pick it up with binoculars, but I lost it and was unable to pick it up again.

Geo. T. Shleppey
George T. Shleppey
Carco Air Service
Albuquerque, N.M.

Sworn to and subscribed before me this 30th day of July 1952.

Glen D. Parrish
GLEN D. PARRISH
1st Lt., USAF
Director of Intelligence

DOWNG [illegible]
DECLASS [illegible]
DOD [illegible]

AF487622 3

[redacted]

UNCLASSIFIED

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UNCLASSIFIED

SWORN STATEMENT

102 I, Lloyd R. Mitchell, installer, Mountain States Telephone Company, Los Alamos, New Mexico, do hereby make the following statement:

The time I cited this object was at 1055 MDT on the 29th of July. It was above me and a little north east. It was called to my attention by the Security Station 610. They had spotted it over the airfield and were looking for it. I heard the announcement over the Security radio that jets were being sent in from Albuquerque and we happened to walk outside and noticed this object above us which at first we thought was a bird because of its color which was brown, and this object took at a speed which was faster than any aircraft I have seen and it headed northwest.

We were located about three miles north west of the airfield. The object seemed to be between us and the airfield. We couldn't tell how high it was because there were no clouds in the sky to judge distance with. I couldn't tell the speed on account of not knowing the heigth but it was faster than any jet I have ever seen. I have seen a lot of jets while in the Civil Air Patrol and I know about the speed and size of those.

This object was egg shaped in form with a brownish color and didn't leave any vapor trails or any sound when it vanished.

We saw it for about six to ten seconds floating in the air and then it took approximately three seconds to disappear. It seemed to be flying northwest toward the horizon and then just vanished from sight. After that we saw the jets coming up from Albuquerque.

Lloyd R. Mitchell

Lloyd R. Mitchell
Installer
Mountain States Telephone Company
2038 47th Street
Los Alamos, New Mexico

Sworn to and subscribed before me this 31st day of July 1952.

Glen D. Parrish

GLEN D. PARRISH
1st Lt., USAF
Director of Intelligence

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

Incl #13

AF487622 -4

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UNCLASSIFIED

[redacted]

UNCLASSIFIED

SWORN STATEMENT

I, Jack E. Chinn, pilot employed by Carco Air Service, Albuquerque, New Mexico, do hereby make the following statement:

On July 29, 1952, at approximately 1045 A.M., a group of five persons stepped out of the Control Tower at Los Alamos. We were talking about "Flying Saucers" at the time and looked up at the sky and sighted an object which appeared to have no wings or tail surface and was travelling at a very high rate of speed in a southwesterly direction.

I, personally, observed the object for approximately four or five seconds, and was unable to pick the object up again upon looking back. I would judge that it was at least 20,000 feet and moving at least 500 to 600 MPH southwest.

The sky was clear and the wind on the ground was North at five to 10 MPH. The object was clearly visible and appeared to be round in shape.

Jack E. Chinn

Jack E. Chinn
CARCO AIR SERVICE
Albuquerque, New Mexico

Sworn to and subscribed before me this 30th day of July 1952.

Glen D. Parrish

GLEN D. PARRISH
1st Lt., USAF
Director of Intelligence

DOWNG...
DECLAS...
DOD DI... INTERVALS;
...YEARS.

Incl #18

AF487622 - 5

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UNCLASSIFIED

[redacted]

UNCLASSIFIED

SWORN STATEMENT

I, George E. Morford, Security Inspector, Protective Force Branch, Atomic Energy Commission, Los Alamos, New Mexico, do hereby make the following statement:

od

The time that I saw this object was approximately 1050 hours MDT on the 29th of July. I was at the airstrip tower at this time.

The length of time I observed the object was very short--only a couple of seconds. I haven't had any previous experience as an observer but the oddity of this object was that the air was filled with burnt papers reflecting sunlight. At ground level they had drifted about a third of the way across the airstrip and were slowly drifting in wind currents to the north. Soon they attained quite a high altitude. This object was going across the wind currents. It wasn't drifting to the north, it was going more from east to west. Possibly just a little south to west.

I saw it just for a few seconds. It was a distant speck in the sky.

The man that I was with me was using field glasses and stated that this object made a direct turn. It was right into the wind current that was blowing the papers in the opposite direction. He followed the object which disappeared by the cloud which was to the west over the mountain range behind Los Alamos. This was the only noticeable cloud in that vicinity.

As far as I could tell, this object had no vapor trail to the naked eye. As I saw it it was just a silver speck in the sky.

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

George E. Morford

George E. Morford
Security Inspector
Protective Force Branch
1671 36th Street
Los Alamos, New Mexico

Sworn to and subscribed before me this 31st day of July 1952.

Glen D. Parrish

GLEN D. PARRISH
1st Lt., USAF
Director of Intelligence

Incl #15

UNCLASSIFIED

[redacted]

Incl 14

AF487622 6

SWORN STATEMENT

I, Donald R. Wiens, Security Inspector, Communications Section, Protective Force Branch, Atomic Energy Commission, 2004C 23rd Street, Los Alamos, New Mexico, do hereby make the following statement:

I saw it at approximately 11:00 MDT on 29 July. It was observed from the airport tower. It was within sight from approximately 10:50 a.m. to 11:15 a.m. Color of the object was bright metallic or alluminum. The size of the object is hard to estimate not knowing the altitude. Was first seen nearly directly overhead, moved off in a south westerly direction. It then turned and moved in a north easterly direction. It seemed to stop approximately due west of the observer. At about that time the vapor trails from the jets were visible. With the aid of our Communications Section and aircraft controller, who were in contact with the jets, I was able to direct the jets in the approximate direction of the object. When a vapor trail appeared to be within approximately eight miles, the object disappeared from my sight.

No exhaust trails were visible from the object. At one very brief instant, less than a second, the object appeared to slow down from a spinning motion and lines or viens were visible momentarily. This happened so quickly that I cannot be definite.

Don R. Wiens

Donald R. Wiens
Security Inspector
Communications Section
Protective Force Branch
Los Alamos, New Mexico

Sworn to and subscribed before me this 31st day of July 1952.

Glen D. Parrish

GLEN D. PARRISH
1st Lt., USAF
Director of Intelligence

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

Incl #16

Incl 15

AF487622 -7

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UNCLASSIFIED

SWORN STATEMENT

I, Robert J. Fauteck, Security Inspector employed by the Atomic Energy Commission, Los Alamos, New Mexico, do hereby make the following statement:

On July 29 at approximately 10 a.m., MST, I was down in the canyon. We didn't definitely make out any object other than a spot going across, and there were two University personnel and two of us in the tower, and we all saw the same thing. I called in to Headquarters and told them and at the same time the jets were going across the north.

What ever it was was not too visable but it was definitely something but I don't know what. I would say it was, [illegible] did look wide. I couldn't estimate the speed. I did not watch too long as I went in and called Communications to get the jets on to it. The jets and the object were in view at the same time. The approximate direction was definitely west. I would say that the jets passed under the object. I have no idea how far below because it seemed to be in the--there was a slight haze of clouds across. The jets were over 8000 feet. The object was just moving straight west.

In comparison to the size of the jet it was approximately the same other than being round. There were no vapor trails, just a spot moving across. The object wasn't moving too fast. The jets were going fairly fast.

We couldn't see the jets coming back here. The boys told me outside that the jet was just passing over the object and that was relayed to Kirtland. However, you could just see the jets and they seemed to be way below the clouds.

In relationship to the airport, our position was approximately one and one-half miles to the southwest.

Robert J. Fauteck
Robert J. Fauteck
Security Inspector
Protective Force Branch
Los Alamos, New Mexico

Sworn to and subscribed before me this 31th day of July 1952.

DOWNGRA[illegible] [illegible]NTERVALS;
DECLASS[illegible] [illegible]ER 12 YEARS.
DOD DIR 5200.10

Glen Parrish
GLEN D. PARRISH
1st Lt., USAF
Director of Intelligence

Incl #17

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UNCLASSIFIED

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[redacted]

UNCLASSIFIED

I, Herman F. Fuchs, pilot, Carco Air Service, 821 Dakota Street, S. E., Albuquerque, New Mexico, do hereby make the following statement:

The shape of the object as far as I could tell was round which could have been due to the altitude. Size was very small. The color was shiny metallic. There was just one object. I could tell no aerodynamic features. There was no exhaust trail, vapor trail or anything of that nature which would answer the question of propulsion. Speed I would give comparable to our fastest jets. It was flying straight and level at a constant speed and heading. There was no sound. I looked off to talk to some more pilots and was unable to pick the object up again.

The time of sighting was approximately 950 MST. The object reappeared in approximately two minutes, flying in exactly 180° from the first sighting. Manner of observation was visual with just the naked eye. Location of the observation was at the Los Alamos air strip. Location of object was approximately straight up when we first observed it flying in a heading of approximately 220°.

As far as I am concerned, what I saw could have been a conventional jet aircraft. I have been flying continually since 1941. I spent two years flying military aircraft and have fairly close acquaintance with present military aircraft. I have between ten and twelve thousand hours in the air.

Herman F. Fuchs

Herman F. Fuchs
Pilot
Carco Air Service
Albuquerque, New Mexico

Sworn to and subscribed before me this 31st day of July 1952.

Glen D. Parrish

GLEN D. PARRISH
1st Lt., USAF
Director of Intelligence

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

Incl #18

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UNCLASSIFIED

AF487622 -9

[redacted] [redacted] UNC

HEADQUARTERS UNITED STATES AIR FORCE **THE INSPECTOR GENERAL** **OFFICE OF SPECIAL INVESTIGATIONS** **REPORT OF INVESTIGATION**	**FILE NO.** 24-8-37 **DATE** 6 October 1952 **REPORT MADE BY** S/A ROBERT C. SHOEMAKER lm
TITLE UNKNOWN SUBJECT(S) Sighting of Unidentified Aerial Object Over S-Site, Los Alamos, New Mexico, 29 July 1952	**REPORT MADE AT** DO #17, Kirtland AFB, N. M. **PERIOD** 29 July 1952 **OFFICE OF ORIGIN** DO #17, Kirtland AFB, N. M. **STATUS** CLOSED

CHARACTER
SPECIAL INQUIRY - AERIAL PHENOMENA

REFERENCE
None, this is an initial report.

SYNOPSIS

Investigation requested by District Commander predicated upon information concerning an egg-shaped object appearing in the sky over Los Alamos, New Mexico.

ATTENTION: Disclosure of the nature, sources, or even the existence of such investigative information to persons mentioned in the report or to other persons not normally entitled to such information may be made only when expressly authorized by the Director of Special Investigations, IG, or higher authority. Unauthorized disclosure of such information will be considered to be a violation of AFR 205-1.

DISTRIBUTION

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File	2

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Commanding General
Air Technical Intell Center
Wright-Patterson AFB, Ohio

APPROVED

JAMES C. BORDEN
Lt Col, USAF
DISTRICT COMMANDER

FILE STAMP

DOWNGRADED ... DECLASSIFIED ... DOD DIR [illegible]

UNCLASSIFIED

SECURITY INFORMATION [redacted]

DEFENSE—SAN ANTONIO

[redacted]

DETAILS:

1. This investigation requested by the District Commander, predicated upon information furnished by CHARLES F. McCULLOUGH, Security Assistant, U.S. Atomic Energy Security Service, Los Alamos, New Mexico, concerning the observation of an unidentified aerial object by FLOYD R. MITCHELL and MARCIE D. HIGDON.

2. The following was reported by MARCIE D. HIGDON, 3455 Ridgeway, Los Alamos, New Mexico:

"Approximately 1100 hours (MST), 29 July 1952, I sighted an object in the sky travelling in a westerly direction. The object when sighted was about 70° above the horizon. The distance of the object could not be determined. The object appeared egg-shaped and dark in color, possibly dark brown or black. The object continued straight West at a speed faster than a jet and disappeared in three (3) seconds from the time sighted behind Bald Mountain. The size of the object could not be determined because of the distance. The object left no vapor trail or odor. It flew straight and level and made no sound. I was looking for aircraft when the object was sighted."

3. The following was reported by FLOYD R. MITCHELL, telephone installer, 2088 47th Street, Los Alamos, New Mexico:

"At 1057 hours (MST), 29 July 1952, at S-Site, Security Station 610, I observed an object appearing egg-shaped in structure, directly overhead, the distance I was unable to determine, the object was motionless when first sighted and appeared to have wings. The object remained motionless for approximately ten (10) seconds, then as it began to move, the wings disappeared. The object had no glare and appeared light brown in color. The object moved very fast when movement began, in a northwesterly direction, taking about three (3) seconds to disappear. I was unable to determine whether the object disappeared behind the horizon, or disappeared in the distance close to the horizon. There wasn't any apparent sound, odor, or any evidence of a vapor trail. There weren't any clouds in the sky when object was sighted. My attention was attracted to the object while looking for jets from Albuquerque, which had been reported previously over the radio from the airstrip. This is the first object of this type I have seen."

CLOSED

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DECLASSI[illegible]
DOD DIR 5[illegible]10

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[redacted] [redacted] UNCLASSIFIED

HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS
REPORT OF INVESTIGATION

FILE NO.
24-8-38

DATE
7 October 1952

REPORT MADE BY
S/A ROBERT C. SHOEMAKER lm

TITLE
UNKNOWN SUBJECT(S)
Sighting of Unidentified Aerial Object.
Sighted from Los Alamos Canyon, N. M.,
on 29 July 1952

REPORT MADE AT
DO #17, Kirtland AFB, N. M.

PERIOD
29 July 1952

OFFICE OF ORIGIN
DO #17, Kirtland AFB, N. M.

STATUS
CLOSED

CHARACTER
SPECIAL INQUIRY - AERIAL PHENOMENA

REFERENCE
None, this is an initial report.

SYNOPSIS

Investigation requested by District Commander predicated upon information from three (3) witnesses concerning an oblong to round aerial object, white in color, appearing in the sky over Los Alamos, New Mexico. All stated that the brilliance of object underwent changes of intensity. One witness estimated speed of object at 1.8 degrees per second.

ATTENTION: Disclosure of the nature, sources, or even the existence of such investigative information to persons mentioned in the report or to other persons not normally entitled to such information may be made only when expressly authorized by the Director of Special Investigations, IG, or higher authority. Unauthorized disclosure of such information will be considered to be a violation of AFR 205-1.

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File 2

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Commanding General
Air Technical Intell Center
Wright-Patterson AFB, Ohio

APPROVED
JAMES C. BORDEN
Lt Col, USAF
DISTRICT COMMANDER

FILE STAMP
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UNCLASSIFIED

SECURITY INFORMATION [redacted]

DEFENSE—SAN ANTONIO

[redacted]

UNCLASSIFIED

DETAILS:

1. This investigation requested by the District Commander, predicated upon information furnished by Lt CHARLES BUCKLEY, Duty Officer, Protective Force, Los Alamos, New Mexico, concerning the observation of an unidentified aerial object by ROBERT B. LEACHMAN, W. SCHAFER, and E. T. JURNEY.

2. The following report by ROBERT B. LEACHMAN, Los Alamos Scientific Laboratory, University of California, Los Alamos, New Mexico:

"About 1000 hours (MST) on 29 July 1952 at Omega Site, Los Alamos Canyon, Los Alamos, New Mexico, I observed an object, white in color, that appeared to be changing perspective or going through gyrations. It had a fluttering appearance. I observed the object for a few seconds and then stopped looking at it. At the time of sighting there was a few small scattered clouds and the wind velocity was low. Five minutes later, jets appeared from Kirtland Air Force Base."

3. Lt CHARLES BUCKLEY stated that LEACHMAN is a very reliable person and had experience on radar research during World War II.

4. The following reported by W. SCHAFER, Los Alamos Scientific Laboratory, University of California, Los Alamos, New Mexico:

"About 1020 hours (MST) on 29 July 1952 at Los Alamos Canyon, Los Alamos, New Mexico, I observed a oblong to round object, bright white in color with fluctuating intensity, in the sky over Los Alamos. The object was flying a straight trajectary, apparently from East to West. I observed the object for ten (10) seconds before it disappeared behind the rim of the canyon. The light of the object was changing in intensity at a rather slow repetitive rate. The sky was clear with a few clouds on the horizon. Two jets appeared later."

5. Lt CHARLES BUCKLEY stated that SCHAFER is a nuclear scientific employee for the University of California and a very reliable person.

6. The following reported by E. T. JURNEY, Los Alamos Scientific Laboratory, University of California, Los Alamos, New Mexico:

"Approximately 1000 hours (MST) on 29 July 1952 at Los Alamos Canyon, Los Alamos, New Mexico, I observed an undiscernible object, white in color, appearing larger than a jet at 30,000 feet. The object was moving in a straight line flight with an approximate speed of 1.8 degrees per second. The brilliance of the object underwent changes as though light reflected variably with execution of twisting or turning motion. I viewed the object for approximately 20 seconds before the canyon wall obstructed my view. The object did leave a vapor trail. Weather conditions were clear and no unusual wind in the canyon was present.

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DOD DIR 5200.10

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UNCLA

DETAILS:

1. This investigation requested by the District Commander, predicated upon information furnished by Lt CHARLES BUCKLEY, Duty Officer, Protective Force, Los Alamos, New Mexico, concerning the observation of an unidentified aerial object by ROBERT B. LEACHMAN, W. SCHAFER, and E. T. JURNEY.

2. The following report by ROBERT B. LEACHMAN, Los Alamos Scientific Laboratory, University of California, Los Alamos, New Mexico:

"About 1000 hours (MST) on 29 July 1952 at Omega Site, Los Alamos Canyon, Los Alamos, New Mexico, I observed an object, white in color, that appeared to be changing perspective or going through gyrations. It had a fluttering appearance. I observed the object for a few seconds and then stopped looking at it. At the time of sighting there was a few small scattered clouds and the wind velocity was low. Five minutes later, jets appeared from Kirtland Air Force Base."

3. Lt CHARLES BUCKLEY stated that LEACHMAN is a very reliable person and had experience on radar research during World War II.

4. The following reported by W. SCHAFER, Los Alamos Scientific Laboratory, University of California, Los Alamos, New Mexico:

"About 1020 hours (MST) on 29 July 1952 at Los Alamos Canyon, Los Alamos, New Mexico, I observed a oblong to round object, bright white in color with fluctuating intensity, in the sky over Los Alamos. The object was flying a straight trajectary, apparently from East to West. I observed the object for ten (10) seconds before it disappeared behind the rim of the canyon. The light of the object was changing in intensity at a rather slow repetitive rate. The sky was clear with a few clouds on the horizon. Two jets appeared later."

5. Lt CHARLES BUCKLEY stated that SCHAFER is a nuclear scientific employee for the University of California and a very reliable person.

6. The following reported by E. T. JURNEY, Los Alamos Scientific Laboratory, University of California, Los Alamos, New Mexico:

"Approximately 1000 hours (MST) on 29 July 1952 at Los Alamos Canyon, Los Alamos, New Mexico, I observed an undiscernible object, white in color, appearing larger than a jet at 30,000 feet. The object was moving in a straight line flight with an approximate speed of 1.8 degrees per second. The brilliance of the object underwent changes as though light reflected variably with execution of twisting or turning motion. I viewed the object for approximately 20 seconds before the canyon wall obstructed my view. The object did leave a vapor trail. Weather conditions were clear and no unusual wind in the canyon was present.

UNCLASSIFIED

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

[redacted]

[redacted]

UNCLASSIFIED

7. Lt CHARLES BUCKLEY stated that JURNEY is a nuclear scientific employee for the University of California and is a very reliable person.

CLOSED

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

[redacted]

[redacted]

UNCLASSIFIED

34th AIR DIVISION (DEFENSE)
KIRTLAND AIR FORCE BASE, NEW MEXICO

OIN 452.1

4th AUG 1952

SUBJECT: FLYOBRPT

TO: Chief, Air Technical Intelligence Center
ATTN: ATIAA-2c
Wright-Patterson Air Force Base
Ohio

1. Air Intelligence Information Reports, dated 1 August 1952, are submitted in compliance with AFL 200-5, dated 29 April 1952.

2. Required electrical message, OIN 10906, has been forwarded to your headquarters.

3. One information copy of this report has been sent to Director of Intelligence, Headquarters USAF, Washington 25, D.C..

FOR THE COMMANDING GENERAL:

Sam Odensky
SAM ODENSKY
2d Lt., USAF
Asst. Adj. Gen.

18 Incl
1. AIIR - Part I
2. AIIR - Part II - M.L. Jaegar
3. AIIR - Part II - G.T. Shleppey
4. AIIR - Part II - L.R. Mitchell
5. AIIR - Part II - J.E. Chinn
6. AIIR - Part II - G.E. Morford
7. AIIR - Part II - D.R. Wiens
8. AIIR - Part II - R.J. Fauteck
9. AIIR - Part II - H.F. Fuchs
10. Drawing
11. Sworn Statement - M.L. Jaegar
12. Sworn Statement - G.T. Shleppey
13. Sworn Statement - L.R. Mitchell
14. Sworn Statement - J.E. Chinn
15. Sworn Statement - G.E. Morford
16. Sworn Statement - D.R. Wiens
17. Sworn Statement - R.J. Fauteck
18. Sworn Statement - H.F. Fuchs

DOWNGRADED AT 3 YEAR INTERVALS; DECLASSIFIED AFTER 12 YEARS. DOD DIR 5200.10

[redacted]

UNCLASSIFIED

[redacted]

UNCLASSIFIED

HEADQUARTERS
34th AIR DIVISION (DEFENSE)
KIRTLAND AIR FORCE BASE, NEW MEXICO

OIN 452.1 2 AUG 1952

SUBJECT: FLYOBRPT

TO: Chief, Air Technical Intelligence Center
ATTN: ATIAA-2c
Wright-Patterson Air Force Base
Ohio

1. Air Intelligence Information Reports, dated 1 August 1952, are submitted in compliance with AFL 200-5, dated 29 April 1952.

2. Required electrical message has been forwarded to your headquarters.

3. One information copy of this report has been sent to Director of Intelligence, Headquarters USAF, Washington 25, D.C..

FOR THE COMMANDING GENERAL:

Sam Odensky
SAM ODENSKY
2d Lt., USAF
Asst. Adj. Gen.

4 Incl
1. AIIR - Part I
2. AIIR - Part II
3. Sworn Statement- R.G. LeCompte
4. Drawing

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

[redacted]

UNCLASSIFIED

AF FORM 112—PART I
APPROVED 1 JUNE 1948

UNCLASSIFIED

[redacted]

COUNTRY United States	(LEAVE BLANK)

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT FLYOBRPT		
AREA REPORTED ON ALBUQUERQUE, NEW MEXICO		FROM (Agency) 34th Air Division (Def)
DATE OF REPORT 1 August 1952	DATE OF INFORMATION 29 July 1952	EVALUATION
PREPARED BY (Officer) KATHERINE P. LEWIS, 1st Lt, USAF		SOURCE Visual Observation
REFERENCES (Control number, directive, previous report, etc., as applicable) None		

SUMMARY: (*Enter concise summary of report. Give significance in final one-sentence paragraph. List inclosures at lower left. Begin text of report on AF Form 112—Part II.*)

SUBJECT: FLYOBRPT

In accordance with AFL 200-5, dated 29 April 1952, Subject: Unidentified Flying Objects Reporting (Short Title: FLYOBRPT), the following report of unidentified flying objects is submitted:

On 29 July 1952 at approximately 2230 MST, Robert G. LeCompte (an employee of the Atomic Energy Commission's Santa Fe Operations at Albuquerque, N.M.) observed an unidentified image southwest of the city. He observed this object for two to three minutes.

This image held steady throughout the sighting at an elevation of approximately 20 to 25 degrees above the horizon. The object seemed to be a fattened ellipse, and it was a dull yellow when first sighted; however, there was a distinct change in color. It changed first to a pale yellow, then to a yellowish white, and finally, just before disappearance, to a clear white. Throughout this change the image appeared to continue emanating rays of the same changing color as the image itself. Before and after change and disappearance there was no sound audible to the observer which seemed related to the image.

The reliability of the observer is considered excellent.

2230 MST
0530 Z

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DOD DIR 5200.10

INCLS.

[redacted]

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	
34th Air Division (Def)	Not Applicable	PAGE 1 OF 1 PAGES

(1) **Shape:** Eliptical
Size: Unknown
Color: Yellow
Number: One
Formation: None
Maneuvers: Motionless
Manner of Disappearance: Diminished in size but not in intensity, changed color rapidly from yellow to white, and then, it disappeared.
Other factors were negative.

(2) 2230 MST 29 July 1952. Length of observation was approximately 3 minutes.

(3) Visual observation.

(4) Albuquerque-- 106°35' west longitude and 35° north latitude. Image was approximately 20 to 25 degrees above the horizon.

(5) Observer's reliability is considered excellent.

(6) Visibility was approximately 40 miles and winds were NNW at 7 MPH.

(7) Negative

(8) Negative

(9) Negative

(10) Negative

The information given above is true and correct to the best of the observer's ability and knowledge.

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

#2

STATEMENT

My name is Robert G. LeCompte, Lieutenant Colonel, USAFR, AO-399674. I am a rated Military Pilot (4-engine) with approximately 1500 hours of flying time. I am presently employed as an Information Specialist in the Information Division of the Atomic Energy Commission's Santa Fe Operations, at Albuquerque, New Mexico.

At approximately 2230 hours, Mountain Standard Time, on Tuesday, July 29, 1952, I stepped into the front yard of my house at 1708 Ridgecrest Drive, Albuquerque, and saw an unidentified image southwest of my position. Continued observation during the ensuing two to three minutes produced the following data:

BEARING: The image held steady on a bearing of approximately 225 degrees from my position (Ridgecrest drive is not oriented N-S or E-W, making exact determination of bearing difficult). The bearing was approximately 4 to 5 degrees less from my position than the bearing of the Kirtland Air Force Base weather searchlight, which was operating and visible at the time of sighting.

ELEVATION: The image held steady throughout the sighting at an elevation of approximately 20 to 25 degrees above the horizon.

SIZE: When originally sighted the image had a horizontal axis of a length to be encompassed by an angle of 2 to 4 degrees (I believe it was more likely about 4 degrees). Any other estimate of size is impossible since I could not judge its distance over land nor its height.

APPEARANCE: When originally sighted the image seemed to be a fattened ellipse, slightly distorted or obscured (perhaps by low scud cloud) in the lower lefthand portion. In color it was a dull yellow approximately the shade of American cheese. Light rays the same color as the image, and approximately half the length of the horizontal axis, appeared to be emanating but not pulsating from it in a steady flow in all directions. For approximately 45 to 60 seconds after the original sighting the image continued in size and appearance unchanged. Then it began to shrink in size rapidly and within approximately 15 seconds after this change had started disappeared to sight completely. During this change the image did not change its apparent bearing or elevation, indicating that if it was moving it was moving directly away from the point of observation. This change in size was accompanied by a distinct change in color--first to a pale yellow, then to a yellowish white, and finally, just before disappearance, to a clear white. Throughout the change the image appeared to continue to emanate rays of the same changing color as the image itself.

SOUND: Before and after change and disappearance there was no sound audible to the observer which seemed related to the image.

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DOD DIR 520

POSSIBILITY OF CONFUSION: The image was not confused with either the weather searchlight beam at Kirtland Air Force Base nor the cloud glow image it produces; bearings were different, and there was a distinct difference in color, the searchlight cloud glow image being a bluish white and hazy while the image at original sighting was yellow and gave the impression of possessing some substances and solidity.

The image was not confused with the moon, which did set a few minutes later (2257 hours, MST). The bearing of the image was approximately 45 to 60 degrees less than that of the setting moon at this season, and the elevation was at least 30 degrees less than that at which the moon reaches a bearing of 225 degrees from my house at this season. Additionally the moon on July 29, 1952 was in its first quarter, which would have made it appear sickle-shaped, while this image had the shape of a fattened ellipse.

The likelihood of mistaking a weather balloon being released from the CAA weather bureau office at Kirtland AFB seems unlikely. A weather balloon at that distance (almost two miles) would have been encompassed by a much smaller angle. While possibly appearing quite bright if illuminated by a flashlight at launching it would probably not have appeared to emanate rays. And in the absence of strong winds a weather balloon would have appeared to change elevation rapidly, while the image appeared to change elevation not at all.

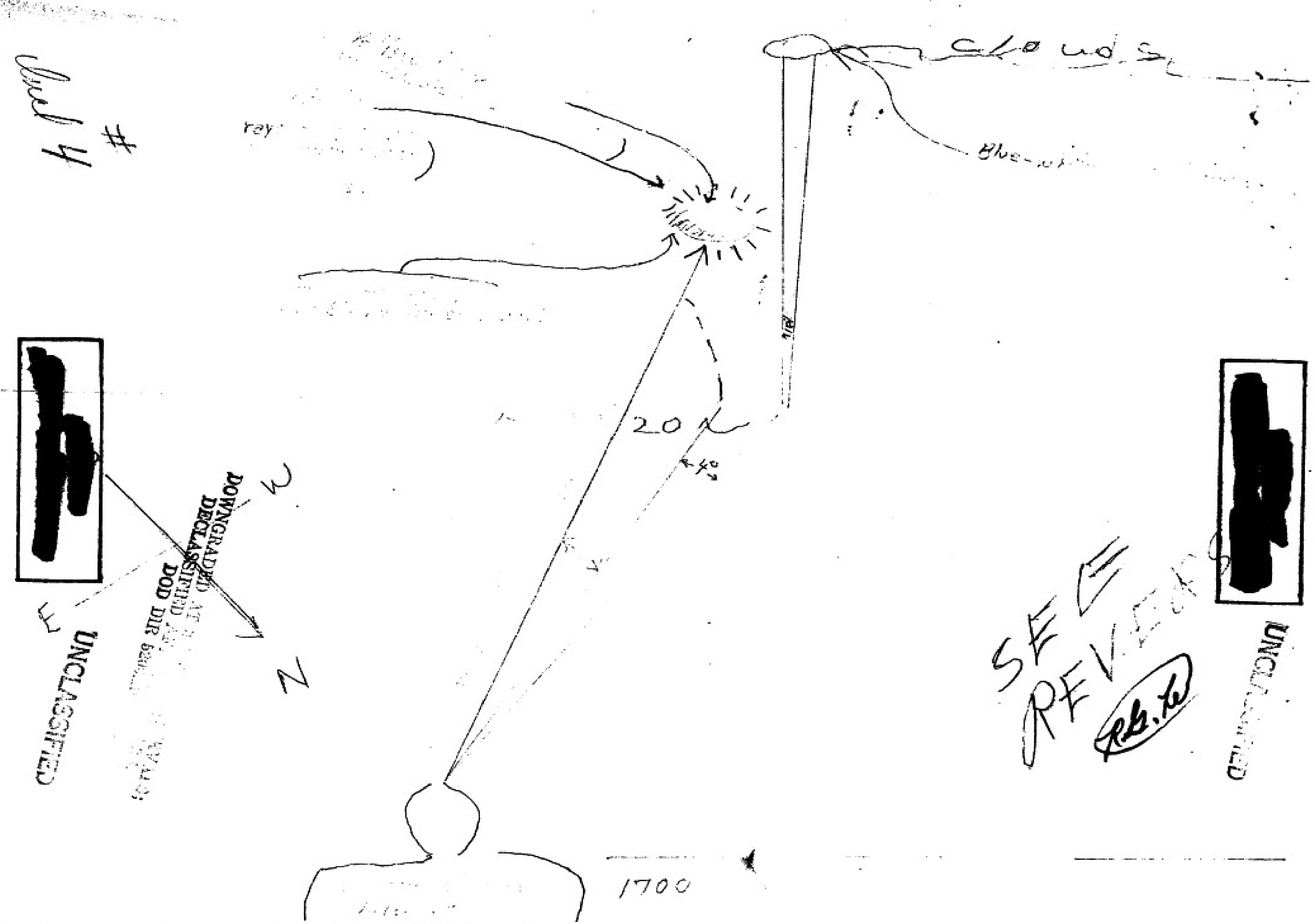
SUPPORTING WITNESSES: There were none present with the observer at the time of sighting.

I hereby swear that the above statement is true to the best of my knowledge and belief,

Robert G. LeCompte
Robert G. LeCompte
at Albuquerque, New Mexico, this 30th day of July, 1952.

DOWNGRADED [illegible]
DECLASSIFIED [illegible]
DOD DIR 5200.10

Encl #4


clouds
Blue-white
ray
20
4°
1700
W
N
E

[redacted]

UNCLASSIFIED

SEE REVERSE R.G.W.

[redacted]

UNCLASSIFIED

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

CASE #6

29 July 1952 Los Alamos, New Mexico

Description of Incident

At approximately 0949 MST on 29 July 1952, several pilots and guards from Los Alamos observed an UFO. The object was flying straight and level at high speed north of Los Alamos landing field. The object, which was a shiny metallic color, was observed for 30 minutes with binoculars.

Fighters in the Los Alamos area were diverted to the area of the sighting and visually vectored toward the object. The object disappeared but reappeared in front of the fighters, made a 360° turn, came around in back of the fighters, followed for two minutes and disappeared. The fighters did not observe the object. The aircraft wer which were at 40,000' left vapor trails, but the object did not.

The only other aircraft in the area left Los Alamos at 0950 MST and headed directly south.

Comments

The report states the object was flying at high speed straight and level, yet it was in sight for 30 minutes. The object could not have been traveling too fast or it would have gone out of the area within the 30 minutes it was observed.

If the a/c were high and the object was a drifting balloon at low altitude, the balloon would appear to stay ahead of the aircraft for a short period of time. A balloon would not make a 360° turn, however.

The report is incomplete, no Form 112 was submitted and the data in the wire is sketchy.

Conclusion

Although there is hardly enough data to evaluate the report, it will be classed as unknown.

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

ACTION

1. ATIAA
2. ATIA
3. C. Files

JUL 1952 09 52

1952 JUL

INFOR. AGO I INFOR.

ATIC

PM 7:49

RB001--

G002

WYB275

OPERATIONAL IMMEDIATE

WDB216

JWFKD109

OPOP JEPHQ JEDWP 222

DE JWFKD 58

OP 291925Z ZNJ

FM CG 34TH AD /D/ KIRTLAND AFB NMEX

TO JEPHQ/DIR OF INTEL HQ USAF WASH D C

JEDWP/ATIC WRIGHT PATT AFB OHIO ATTN ATIAA-2C

ZEN/CG ENT AFB COLO SPRINGS COLO

ZEN/CG WADF ATTN DIR OF INTEL HAMILTON AFB CALIF

[redacted]/AQQ-01N-10906 FLYOBRPT PD /1/ SHAPE NEGATIVE

SIZE NEGATIVE

NUMBER ONE

COLOR SHINING METALLIC

FORMATION NEGATIVE

AERODYNAMIC FEATURES NEGATIVE

TRAIL OR EXHUAST NONE

PROPULSION SYSTEM NEGATIVE

SPEED VERY HIGH RATE RATHER ERRATIC

SOUND NEGATIVE

MANEUVERS STRAIGHT AND LEVEL ON FIRST SIGHTING BUT ON SECOND SIGHTING OBJECT MOVED 360 DEGREES TO REAR OF SEARCHING FIGHTERS PD

/2/ 0949 MST 29 JULY 1952PD FIRST OBSERVATION LASTED 30 MINUTES PD REAPPEARED FOR TWO MINUTES WHEN FIGHTERS APPROACHED PD

/3/ VISUAL OBSERVATION USED BINOCULARS PD

/4/ ON LANDING FIELD AT LOS ALAMOS PD OBJECT WAS NORTH OF THE LOS ALAMOS

DOWNGRADED
DECLASSIFIED
DOD

UNCLASSIFIED

1. ATIAA
2. ATIA
3. C. Files

ACTION

JUL 1952 09 52

1952 JUL

A.G.O. I INFOR.

INFOR.

ATIC

PM 7:49

RB001--

G002

WYB275

WDB216

OPERATIONAL IMMEDIATE

JWFKD109

OPOP JEPHQ JEDWP 222

DE JWFKD 58

OP 291925Z ZNJ

FM CG 34TH AD /D/ KIRTLAND AFB NMEX

TO JEPHQ/DIR OF INTEL HQ USAF WASH D C

JEDWP/ATIC WRIGHT PATT AFB OHIO ATTN ATIAA-2C

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ZEN/CG WADF ATTN DIR OF INTEL HAMILTON AFB CALIF

[redacted]/AQQ-01N-10906 FLYOBRPT PD /1/ SHAPE NEGATIVE

SIZE NEGATIVE

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COLOR SHINING METALLIC

FORMATION NEGATIVE

AERODYNAMIC FEATURES NEGATIVE

TRAIL OR EXHUAST NONE

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/3/ VISUAL OBSERVATION USED BINOCULARS PD

/4/ ON LANDING FIELD AT LOS ALAMOS PD OBJECT WAS NORTH OF THE LOS ALAMOS

DOWNGRADED
DECLASSIFIED
DOD DIR 5200.10

AIRPORT PD

/5/ OBSERVERS RELIABILITY CONSIDERED EXCELLENT PD SOME OBSERVERS WERE PILOTS WITH MUCH EXPERIENCE AS SUCH AND OTHERS WERE INSPECTORS AT LOS ALAMOS PD

/6/ SCATTERED LIGHT CLOUDS PD VISIBILITY WAS GOOD PD

/7/ NEGATIVE

/8/ NEGATIVE

/9/ FIGHTERS WERE DIVERTED TO THE LOS ALAMOS AREA PD OBJECT WAS UNDER OBSERVATION FROM THE AIRPORT WHEN THE FIGHTERS ARRIVED PD GROUND OBSERVERS THROUGH EXISTING COMMUNICATIONS NET WITH ADDC VECTORED FIGHTERS TO THE OBJECT PD OBJECT WAS IN FRONT OF FIGHTERS BUT MADE A 360 DEGREE TURN AND TRAILED FIGHTERS FOR 2 MINUTES PD OBJECT DISAPPEARED FROM SIGHT PD FIGHTERS NEVER SAW OBJECT PD FIGHTERS LEFT VAPOR TRAIL AT 40,000 FEET BUT OBJECT AT THE SAME ALTITUDE LEFT NONE

/10/ ONE CIVILIAN A/C TOOK OFF AT 0950 MST HEADED DUE SOUTH OF THE FIELD FOR ALBUQUERQUE PD

UNCLASSIFIED

28/2254Z JUL JWFKD

A similar sighting had occurred near Hamilton Air Force Base, California, on the afternoon of August 3, 1952—toward the end of the summer's saucer scare (*Chapter* VII). As reported in the annals of saucerdom, "two huge silver disks, flying at different altitudes, had raced out of the east. As jet pilots on the ground watched them, the higher machine dived to the other one's level. Then the two saucers began to circle the base, maneuvering like fighter planes in a dogfight." [5, p. 120]

No evidence justifies the use of the words "saucer" or "machine," while ample evidence supports the Air Force conclusion that the UFOs were balloons. The two objects were first seen at 4:15 P.M. Ground observers at the Air Force base, with the aid of binoculars, described them as silver in color, circular in shape, 60 to 100 feet in diameter, and traveling from east to west at an estimated speed of 400 to 450 miles an hour. One object was at about 12,000 feet, the other at about 18,000 feet; as they moved to the west a distance of about fifteen miles, passing over the heads of the observers (but not "circling the base"), the higher object dived to about the level of the lower, and they bobbed about each other in a dogfight. They were in view for about an hour and a quarter. Toward the end of this period they were visible only intermittently because they were seen against the sun; three additional pairs of objects came into view in the same area, fifteen to twenty miles west of the observers (a total of eight objects) and, buffeted by the winds,

appeared to carry on a dogfight; momentarily they appeared in a "diamond" formation extending over an area of about four miles. Since the witnesses were looking into the sun at objects fifteen or twenty miles away, they found it difficult to follow the course of any one for any length of time.

The objects looked like balloons, behaved like balloons, and weather balloons had been released in the area that day. Conclusion: the "machines" were weather balloons [2].

UNCLASSIFIED 46

AF FORM 112—PART I
APPROVED 1 JUNE 1948

[redacted]
(CLASSIFICATION)

COUNTRY United States	REPORT NO. IR-33-52W	(LEAVE BLANK)

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT Unidentified Flying Objects (Short Title: FLYOBRPT)	
AREA REPORTED ON Central California	FROM (Agency) Dir. of Intel. 28 AD Hamilton AFB, Calif.

DATE OF REPORT 6 August 1952	DATE OF INFORMATION 3 August 1952	EVALUATION B-2

PREPARED BY (Officer) 2d Lt. James W. Westbrook, Asst. Dir. of Intel.	SOURCE Military Personnel ~~and personal contact.~~
REFERENCES (Control number, directive, previous report, etc., as applicable) TWX 28th OID F-291 FLYOBRPT, 5 August 1952	

SUMMARY: (Enter concise summary of report. Give significance in final one-sentence paragraph. List inclosures at lower left. Begin text of report on AF Form 112 Part II.)

1. This Flying Object Report contains information obtained from military personnel of the Hamilton Air Force Base, Hamilton, California.

2. The information contained in this Flying Object Report (Form 112, Part II) seems to indicate the possibility of the unidentified objects being weather balloons.

DOWNGRADED AT 3 [illegible]
DECLASSIFIED [illegible]
DOD DIR [illegible]

APPROVED:

Orville E. Bixel
ORVILLE E. BIXEL
Captain USAF
Director of Intelligence

_______ INCLS.

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ATTN: ATIAA-2c, Wright-Patterson AFB, Ohio

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[redacted] UNCLASSIFIED

UNCLASSIFIED 46

AF FORM 112—PART I
APPROVED 1 JUNE 1948

[redacted]
(CLASSIFICATION)

COUNTRY United States	REPORT NO. IR-33-52W	(LEAVE BLANK)

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT Unidentified Flying Objects (Short Title: FLYOBRPT)		
AREA REPORTED ON Central California	FROM (Agency) Dir. of Intel. 28 AD Hamilton AFB, Calif.	
DATE OF REPORT 6 August 1952	DATE OF INFORMATION 3 August 1952	EVALUATION B-2
PREPARED BY (Officer) 2d Lt. James W. Westbrook, Asst. Dir. of Intel.	SOURCE Military Personnel ~~and personal contact.~~	
REFERENCES (Control number, directive, previous report, etc., as applicable) TWX 28th OID F-291 FLYOBRPT, 5 August 1952		

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DOWNGRADED AT 3 Y[illegible]
DECLASSIFIED [illegible]
DOD DIR [illegible]

APPROVED:

Orville E. Bixel
ORVILLE E. BIXEL
Captain USAF
Director of Intelligence

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[redacted] UNCLASSIFIED

AF FORM 112—PART II
APPROVED 1 JUNE 1948

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) Dir. of Intel. 28 AD, Hamilton AFB, Calif.	REPORT NO. IR-33-52 W	PAGE 2 OF 2 PAGES

Two unidentified objects were first observed visually and with binoculars at 1615 Pacific Daylight Time, 3 August 1952 for a period of 1 hour and 15 minutes. They were described as silver in color and circular or globular in shape. They were approximately 60-100 feet in diameter traveling at an estimated speed of 400-450 M.P.H. They made no audible sounds. The objects were moving from East to West. One object appeared to be at approximately 12,000 feet and the other at about 18,000 feet. The two objects moved to the West for approximately 15 miles passing overhead of the observers. During the flight course over the observers heads, the object at about 18,000 feet altitude, reportedly dove to the approximate same altitude as the lower object. When the unidentified objects reached a point about 15 miles West of the observers, they began maneuvers similar to a fighter dog fight. The objects were diving at each other. The two unidentified objects disappeared in the sun momentarily. The observers then sighted either two more or the same two flying objects in the approximate location at which they were lost from view. During the latter period of the observation six additional objects of similar description were observed 15 to 20 miles West of the observers. This made a total of 8 similar objects observed in this area. These additional six flying objects came into view in pairs at altitudes not estimated by the observers. The unidentified objects were reportedly making passes at each other in the manner of a fighter dog fight. The observers stated that the objects took up a diamond formation momentarily covering an estimated 4 mile area. The observers stated that the objects were definitely not jet aircraft. No vapor trails, exhaust, or sound was noted on these objects. The observers said that it was difficult to follow any one object for any length of time.

The observers were located at their homes on Hamilton AFB, Calif. The observers' names are: Capt. L.R. Hadley 1149B Meadow Park, Hamilton AFB, Calif.; Capt. W.T. Perske, 1149C Meadow Park, Hamilton AFB, Calif. and 2d Lt. D.A. Swimley 1149D Meadow Park, Hamilton AFB, Calif. Capt. Hadley and Lt. Swimley are both experienced pilots.

The weather officer reports the area as clear during the time of the sightings with approximately 20 miles visibility. Winds were as follows: 12,000 feet, 200° at 14 knots; 15,000 feet, 200° at 19 knots; 20,000 feet, 210° at 23 knots. The observers mentioned that there was some dust in the air at the time of the sightings.

Meteorological activity, physical evidence of the sightings, identification action taken and aircraft in the area were reported as negative.

Comments of Preparing Officer:

1. The information available to the preparing officer concerning the unidentified objects covered in this report indicates the possibility that the objects sighted were weather balloons. James W. Westbrook

JAMES W. WESTB[illegible]OK
2d Lt. USAF
Asst. Dir. of Intelligence

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED [illegible] 12 [illegible]
DOD DIR 52[illegible]

Comments of Approving Officer:

1. Concurs with preparing officer.

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[redacted] UNCLASSIFIED

16—55870-1 ☆ U. S. GOVERNMENT PRINTING OFFICE : 1950—O-918332

UNCLASSIFIED ✓1. ATIAA
2. ATIA
3. C. Files

AUG 1954 09 49

ACTION

INFOR

1954 AUG 4 21:51

WPF024

YDA028

XYD032

XDA043

JWPML 038

RR JEPHQ JEDWP JEDEN 333

DE JWPML 55F

R 050001Z ZNJ

FM CG 28TH ADD MAFB CALIF

TO JEPHQ/CG HQ USAF WASHINGTON 25 D C

ATTN DIRECTOR OF INTELLIGENCE

JEDWP/CG WRIGHT-PATTERSON AFB DAYTON OHIO

ATTN DIRECTOR OF INTELLIGENCE

JEDEN/CG ENT AFB COLO SPGS COLO

ATTN DIRECTOR OF INTELLIGENCE

JWPML/CG WADF MAFB CALIF

ATTN DIRECTOR OF INTELLIGENCE

[redacted]/28TH OID 291 FLYOBRPT

(1) TWO OBJECTS SILVER IN COLOR CMA CIRCULAR OR GLOBULAR IN SHAPE. APPROXIMATELY 60-100 FEET IN DIAMETER TRAVELING AT AN ESTIMATED SPEED OF 400-450 M.P.HWM THEY MADE NO AUDIABLE SOUNDS. OBSERVER WATCHED OBJECT MOVER TO THE WEST FOR ABOUT 15 MILES OF OBJECTS TRAVELS. OBJECTS WENT INTO VARIOUS MANEUVERS. RESEMBLING FTR. DOGFIGHT. OBJECTS JOINED BY PAIRS OF TWO UNTILL A TOTAL OF 8 SIMILAR OBJECTS WERE IN THE GROUP APPROXIMATELY 15 MILES WEST OF OBSERVERS. THEY WOUND DIVE AT EACH OTHER AND MAKE ALL KINDS OF MOVEMENTS. AT ONE TIME OBJECTS APPEARED TO BE IN A DIAMOND FORMATION. THE OBJECTS LEFT NO TRAILS CMA EXHAUST OR

1615
700
2315

PAGE TWO JWPML 55F

VAPORS.

(2) 1615 PDT - 1730 PDT CMA 3 AUG, 1952.

(3) VISUALLY FROM GROUND AND WITH BINACULARS.

(4) OBSERVERS AT HAMILTON AFB CALIF. FIRST TWO OBJECTS MOVED FROM EAST TO WEST CMA PASSING OVER HEAD OF OBSERVER. ONE AT APPROXIMATELY 18000 FT. THE OTHER AT 12000 FT.

(5) CAPT. L. R. HADLEY CMA 1149D MEADOW PARK CMA HAMILTON AFB CMA CALIF.
CAPT. W. T. PERSKE CMA 1149C MEADOW PARK CMA HAMILTON AFB CMA CALIF592D
LT. SWIMLEY CMA 83RD FTR. SQND. CMA PAYNE AFB CMA WASHINGTON.
CAPT. HADLEY AND LT. SWIMLEY ARE BOTH EXPERIENCED PILOTS.

(6) WX-CLEAR

(7) OBSERVER MENTIONED SOME DUST IN THE AIR. ALL OBSERVERS SAID OBJECTS WERE NOT JET AIRCRAFT.

(8) NONE

(9) NONE

(10) NONE REPORTED.

05/0030Z AUG JWPML

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DOD DI

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Cy 1

2 Aug
37

34v3.01

TENTATIVE
OBSERVERS QUESTIONNAIRE

SECTION A

1. When did you see the object:

1.1 Date: 2 (Day) Aug (Month) 1952 (Year)

1.2 Time of Day: 1630 (Hrs.) ____ (Min.) A.M. or [✓ P.M.] (Circle One)

1.3 Time Zone: (Circle One):

a. Eastern
b. Central
c. Mountain
[✓ d.] Pacific
e. Other ________

(Circle One): [✓ a.] Daylight Saving
b. Standard

1.4 Circle one of the following to indicate how certain you are of your answer to the above question 1.2:

[✓ a.] Certain
b. Fairly certain
c. Not very sure
d. Just a guess

2. Where were you when you saw the object:

1149D Walton Ave (Postal Address) Hamilton AFB. (City or Town) Calif (State) USA (Country)

Additional Remarks: ________________

3. Where were you located when you saw the object:

(Circle One):
a. Inside a building
b. In a car
[✓ c.] Outdoors
d. In an airplane
e. At sea
f. Other ________

3.1 Were you:

(Circle One):
a. In the business section of a city?
b. In the residential section of a city?
c. In open countryside?
d. Flying near an airfield?
e. Flying over a city?
f. Flying over open country?
g. Other IN A housing area at Hamilton AFB.

4. How did you happen to notice the object? was Laying on the ground and happend to look at the sky.

5. When did you report to some official that you had seen the object?

2 Day Aug Month 1952 Year

SECTION B

6. What were you doing at the time you saw the object? Laying on the grass.

6.1 What had you been doing for the 30 minutes before you saw the object? Try to list the activity or activities and the approximate amount of time spent on each.

I had been reading the sunday paper before going outside to lay in the yard.

7. Were you moving at any time while you saw the object? (Circle One):

Yes or [✓ No]

IF you answered YES, then complete the following questions:

7.1 What direction were you moving?

(Circle One):
a. North
b. Northeast
c. East
d. Southeast
e. South
f. Southwest
g. West
h. Northwest

7.2 How fast were you moving? ________ miles per hour.

7.3 Did you stop at any time while you were looking at the object?

(Circle One): Yes or No

8. What direction were you looking when you first saw the object?

(Circle One):
a. North
b. Northeast
c. East
d. Southeast
e. South
f. Southwest
[✓ g. West]
h. Northwest

While watching the object for over 45 minutes we went inside the [illegible] to check with the radar reports that were coming in.

8.1 What direction were you looking when the object disappeared?

(Circle One):
a. North
b. Northeast
c. East
d. Southeast
e. South
f. Southwest
g. West
h. Northwest

8.2 Circle one of the following to indicate how certain you are of your answer to the above question and preceding question (8 and 8.1).

a. Certain
b. Fairly certain
c. Not very sure
d. Just a guess

9. Were you wearing eye glasses when you saw the object? (Circle One):

Yes or [✓ No]

10. How was the object seen?

(Circle One):
a. Through window glass
b. Through windshield
[✓ c.] Through binoculars
d. Through telescope
e. Through theodolite
[✓ f.] Through sunglasses
[✓ g.] Through open space
h. Other ____________

11. What do you remember about the weather conditions at the time you saw the object?

11.1 CLOUDS (Circle One)

[✓ a.] Clear sky
b. Hazy
c. Scattered clouds
d. Thick or heavy clouds
e. Don't remember

11.2 WIND (Circle One)

a. No wind
[✓ b.] Slight breeze very slight
c. Strong wind
d. Don't remember

11.3 WEATHER (Circle One)

[✓ a.] Dry
b. Fog, Mist, or light rain
c. Moderate or heavy rain
d. Snow
e. Don't remember

11.4 TEMPERATURE (Circle One)

a. Cold
b. Cool
[✓ c.] Warm
d. Hot
e. Don't remember

SECTION C

12. Estimate how long you saw the object? ______ Hours 45-50 minutes Minutes ______ Seconds

12.1 Circle one of the following to indicate how certain you are of your answer to Question 12:

[✓ a. Certain] c. Not very sure
b. Fairly sure d. Just a guess

13. Did the object look: (Circle One) [✓ Solid] or Transparent

14. Did the object at any time:

(Circle One for each question)

14.1	Change direction?	[✓ Yes]	No	Don't know
14.2	Change speed?	[✓ Yes]	No	Don't know
14.3	Change size?	[✓ Yes]	No	Don't know when it slowed down
14.4	Change color?	Yes	[✓ No]	Don't know
14.5	Break up into parts or explode?	Yes	[✓ No]	Don't know
14.6	Give off smoke?	Yes	[✓ No]	Don't know
14.7	Change brightness?	Yes	[✓ No]	Don't know
14.8	Flicker, throb, or pulsate?	Yes	[✓ No]	Don't know
14.9	Remain motionless?	Yes	[✓ No]	Don't know

15. Did the object give off a light? (Circle One): Yes [✓ No] Don't know

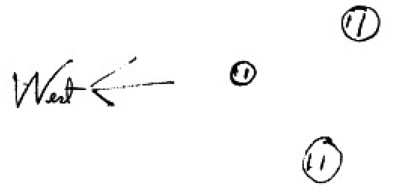
15.1 IF you answered YES, what was the color of the light? ____________

16. Tell in a few words the following things about the object?

16.1 Sound none

16.2 Color silver

17. IF there was MORE THAN ONE object, then how many were there? 8 at one time
Draw a picture of how they were arranged and put an arrow to show the direction they were traveling. [illegible] in what looked like a [illegible] flight



18. Did the object at any time:

18.1 Move behind something? (Circle One) Yes [✓ No] Don't know

IF you answered YES, then tell what it moved behind.
I could follow them as about 20 miles before they would go out of sight

18.2 Move in front of something? (Circle One) Yes No Don't know

IF you answered YES, then tell what it moved in front of.

____

18.3 Blend with the background? (Circle One) [✓ Yes] No Don't know

19. Which of the following objects is about the same actual size as the object you saw? (Circle One):

- a. Pea
- b. Baseball
- c. Basketball
- d. Bicycle wheel
- e. Office desk
- f. Automobile
- g. Small airplane
- h. Large airplane
- i. Dirigible
- j. Other [✓ 6'/8']

19.1 Circle one of the following to indicate how certain you are of your answer to Question 19.

- [✓ a.] Certain
- b. Fairly certain
- c. Not very sure
- d. Uncertain

20. Try to tell the following things about the object:

20.1 How high above the earth was it? about 28,000 feet.
20.2 How far was it from you? ______ feet or 5 miles.
20.3 How fast was it going? 300 - 750 miles per hour. it moved at different speeds
20.4 Circle one of the following to indicate how certain you are of your answer to the above questions:

- [✓ a.] Certain
- b. Fairly certain
- c. Not very sure
- d. Just a guess

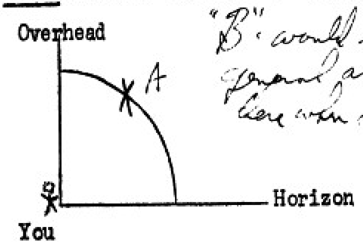
21. How did the object disappear from view?

(Circle One):
- a. Suddenly
- [✓ b.] Gradually
- c. Other ______
- d. Don't remember

SECTION D

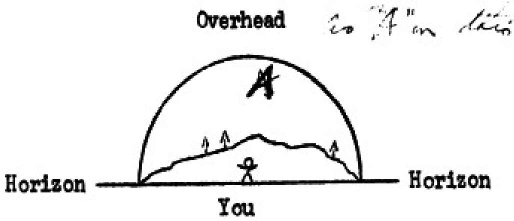
22. In the following sketch, imagine your eye at the point shown. Place an "A" on the curved line to show how high the object was above the horizon (skyline) when you first saw it. Place a "B" to show where it was when you last saw it.

"B" would be in the same general area as they were still there when I went inside



23. In the following sketch place an "A" at the position the object was when you __first__ saw it, and a "B" at its position when you __last__ saw it.

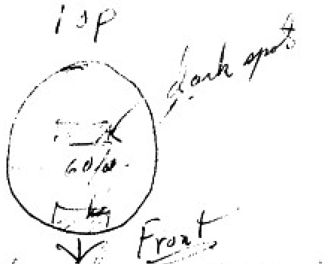
"B" would be in the same area as "A" on this [illegible]

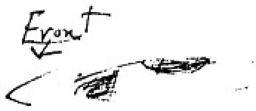


24. Draw a picture that will show the motion that the object made. Place an "A" at the beginning of its path and a "B" at the end of its path.

They seemed to [illegible] in every direction up and down and were [illegible] sometimes in formation and sometimes in [illegible] positions

25. Draw a picture that will show the shape of the object. Label and include in your sketch any details of the object that you saw and place an arrow beside the drawing to show the direction the object was moving.





Wondering they were about [illegible]

SECTION E

26. Was this the first time that you have seen an object like this?

(Circle One): [✓ Yes] or No

26.1 IF you answered NO, then when, where, and under what conditions did you see other ones? ______

27. In your opinion what do you think the object was and what might have caused it? I am sure it was a solid object, and also [illegible] for weather and [illegible]. I do verify it. As to what it was I don't know, but radar won't pick up sun reflection etc.

28. Give the following information about yourself:

NAME	Swimley	Duane	Aylesworth
	Last Name	First Name	Middle Name

ADDRESS	33 [illegible] Sq. Paine AFB.	Everett		Wash
	Street	City	Zone	State

TELEPHONE NUMBER Hiland 1161

What is your present job? Fighter Pilot "All Weather"

Age 24

Sex M

29. Was anyone else with you at the time you saw the object?

(Circle One): [✓ Yes] or No In all there were eight A.F. officers

29.1 IF you answered YES, did they see the object too?

(Circle One): [✓ Yes] or No

29.2 Please list their names and addresses:

Capt. Wayne T Perske
1149 C Walton Ave
Hamilton AFB

Capt. Leslie Hadley
1149 B Walton Ave
Hamilton AFB

30. Please add here any further comments which you believe are important. Use additional sheets of the same size paper, if necessary.

I do not know the names of the other officers that saw the objects, however they all lived in the same area.

I do not know what the objects were but I am sure they were solid, because they didn't leave a vapor trail or didn't produce any sound. [illegible] flying [illegible] on F-[illegible] at 20,000 you always leave vapor trail and it's almost impossible to [illegible] [illegible]

Due to the fact that our radar didn't pick up these objects I believe there is something to it.

If there is any other way I can help, I would be very glad to do so.

Duane [illegible] Swimley
Lt. USAF

333.50

18

HEADQUARTERS
4TH AIR RESERVE DISTRICT
FLOOD BUILDING, 870 MARKET
SAN FRANCISCO, CALIFORNIA

333.5 21 August 1952

Major Robert E. Kennedy
Air Adjutant General
Air Technical Intelligence Center
Wright-Patterson Air Force Base, Ohio

Dear Major Kennedy:

Reference is made to your letter dated 15 August 1952.

In compliance with your request the attached questionnaire is returned.

Sincerely yours,

Leslie R. Hadley
LESLIE R. HADLEY
Captain, USAF

3 Incls
- 1. Questionnaire
- 2. Two (2) drawings

118

TENTATIVE
OBSERVERS QUESTIONNAIRE

SECTION A

1. When did you see the object:

1.1 Date: 3 (Day) August (Month) 1952 (Year)

1.2 Time of day: 1613 (Hrs.) Hours PDST (Min.) ~~A.M. or P.M.~~(~~Circle One~~)

1.3 Time Zone: (Circle One):

a. Eastern
b. Central
c. Mountain
[✓ d. Pacific]
e. Other ______

(Circle One): a. Daylight Saving XXX
b. ~~Standard~~

1.4 Circle one of the following to indicate how certain you are of your answer to the above question 1.2:

[✓ a. Certain]
b. Fairly certain
c. Not very sure
d. Just a guess

2. Where did you see the object?

Quarters 1149 B (Postal Address)
Hamilton AFB (City or Town)
California (State)
US (Country)

3. Where were you located when you saw the object:

(Circle One):
a. Inside a building
b. In a car
[✓ c. Outdoors]
d. In an airplane
e. At sea
f. Other ______

3.1 Were you:

(Circle One):
a. In the business section of a city?
b. In the residential section of a city?
c. In open countryside?
d. Flying near an airfield?
e. Flying over a city?
f. Flying over open country?
[✓ g.] Other Public Housing, Hamilton AFB, Calif

Incl #1

4. How did you happen to notice the object? I was lying on my back taking a sunbath; the objects went through my field of vision

________________________________.

5. When did you report to some official that you had seen the object?

3	August	1952	Fighter Sq, Hamilton AFB
Day	Month	Year	
4	August v	1952 -	Intelligence - 28th Air Division(Defense) Hamilton

SECTION B

6. What were you doing at the time you saw the object? At first sighting, I was lying flat on my back taking a sunbath;from then on I was uprigh

6.1 What had you been doing for the 30 minutes before you saw the object? Try to list the activity or activities, and the approximate amount of time spent on each.

Sunbathing, but lying prone so that the sun did not affect my vision. I had opened my eyes to change the volume of the radio.

7. Were you moving at any time while you saw the object? (Circle One):

Yes or [✓ No.]

IF you answered YES, then complete the following questions.

7.1 What direction were you moving?

(Circle One):

a. North	e. South
b. Northeast	f. Southwest
c. East	g. West
d. Southeast	h. Northwest

7.2 How fast were you moving? ______ miles per hour.

7.3 Did you stop at any time while you were looking at the object?

(Circle One): Yes or No

8. What direction were you facing when you first saw the object?

(Circle One):
a. North
b. Northeast
c. [✓ East]
d. Southeast
e. South
f. Southwest
g. West
h. Northwest

8.1 What direction were you facing when the object disappeared?

(Circle One):
a. North
b. Northeast
c. East
d. Southeast
e. South
f. Southwest
g. [✓ West]
h. Northwest

8.2 Circle one of the following to indicate how certain you are of your answer to the above two questions. (8 and 8.1).

a. [✓ Certain]
b. Fairly certain
c. Not very sure
d. Just a guess

9. Were you wearing eye glasses when you saw the object? (Circle One):

Yes or [✓ No]

10. How was the object seen?

(Circle ~~One~~):
a. Through window glass
b. Through windshield
[✓ c. Through binoculars]
d. Through telescope
e. Through theodolite
[✓ f. Through sun glasses]
[✓ g. Through open space]
h. Other ______

11. What do you remember about the weather conditions at the time you saw the object?

11.1 CLOUDS (Circle One)

a. [✓ Clear sky]
b. Hazy
c. Scattered clouds
d. Thick or heavy clouds
e. Don't remember

11.2 WIND (Circle One)

a. No wind
b. [✓ Slight breeze]
c. Strong wind
d. Don't remember

11.3 WEATHER (Circle One)

a. [✓ Dry]
b. Fog, Mist, or light rain
c. Moderate or heavy rain
d. Snow
e. Don't remember

11.4 TEMPERATURE (Circle One)

a. Cold
b. Cool
c. Warm
d. [✓ Hot]
e. Don't remember

SECTION C

12. Estimate how long you saw the object? one Hours ten Minutes ______ Seconds

12.1 Circle one of the following to indicate how certain you are of your answer to Question 12:

[✓ a. Certain]	c. Not very sure
b. Fairly sure	d. Just a guess

13. Did the object look: (Circle One) [✓ Solid] or Transparent?

14. Did the object at any time:

(Circle One for each question)

	14.1	Change direction?	[✓ Yes]	No	Don't know
	14.2	Change speed?	[✓ Yes]	No	Don't know
See below	14.3	Change size?	Yes	No	Don't know
	14.4	Change color?	Yes	[✓ No]	Don't know
	14.5	Break up into parts or explode?	Yes	[✓ No]	Don't know
	14.6	Give off smoke?	Yes	[✓ No]	Don't know
See below	14.7	Change brightness?	Yes	No	Don't know
	14.8	Flicker, throb, or pulsate?	Yes	[✓ No]	Don't know
	14.9	Remain motionless?	Yes	No	[✓ Don't know]

15. Did the object give off a light? (Circle One): Yes [✓ No] Don't know

~~15.1 If you an~~swered YES, what was the color of the light? ______

16. Tell in a few words the following things about the object?

16.1 Sound None - distance and wind conditions would have prevented sound from reaching me; A C-46 passing between objects & me had no sound.

16.2 Color Silver (ALCLAD)

17. IF there was MORE THAN ONE object, then how many were there? eight or more
Draw a picture of how they were arranged, and put an arrow to show the direction they were traveling. Please see insert.

14.3 The physical dimensions did not change; there was an apparent change in size when the objects dove from 20,000 to 14,000 estimated altitude.

14.7 The change in brightness seemed to come from change in attitude of the object thereby giving a more optimum angle of reflection of the sun.

18. Did the object at any time:

18.1 Move behind something? (Circle One) [✓ Yes] No Don't know

IF you answered YES, then tell what it moved behind.
C-46 flying south 5 miles to the west at altitude of 7000' (est)
Buildings obscured line of vision on occasions.

18.2 Move in front of something? (Circle One) [✓ Yes] No Don't know

IF you answered YES, then tell what it moved in front of.

[illegible]

18.3 Blend with the background? (Circle One) Yes [✓ No] Don't know

19. Which of the following objects is about the same actual size as the object you saw? (Circle One):

a. Pea
b. Baseball
c. Basketball
d. Bicycle wheel
e. Office desk
f. Automobile
g. Small airplane
h. [✓ Large airplane]
i. Dirigible
j. Other ____________

19.1 Circle one of the following to indicate how certain you are of your answer to Question 19.

a. [✓ Certain]
b. Fairly certain
c. Not very sure
d. Uncertain

20. Try to tell the following things about the object:

20.1 How high above the earth was it? 14-20000 feet.

20.2 How far was it from you? ________ feet or 0 - 18 miles

20.3 How fast was it going? 450 (average) miles per hour.

20.4 Circle one of the following to indicate how certain you are of your answer to the above questions:
If considered as estimates, I am certain that they are good.

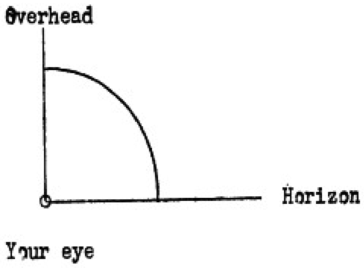
a. Certain
b. [✓ Fairly certain]
c. Not very sure
d. Just a guess

21. How did the object disappear from view?

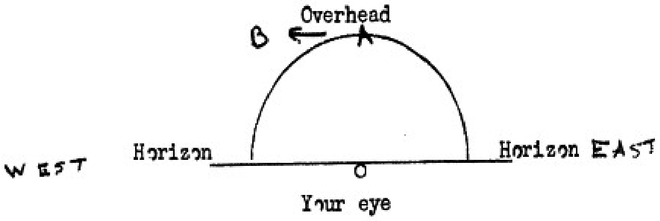
(Circle One):
a. Suddenly
b. [✓ Gradually]
In the same manner that aircraft at a distance will disappear when there are no clouds to help retain the focus of the eye.
c. Other ____________
d. Don't remember

SECTION D

22. In the following sketch, imagine your eye at the point shown. Place an "A" on the curved line to show how high the object was above the horizon when you **first** saw it. Place a "B" to show where it was when when you **last** saw it.


Overhead
Horizon
Your eye

23. In the following sketch place an "A" at the position the object was when you first saw it, and a "B" at its position when you last saw it.


Overhead
B
A
WEST
Horizon
Horizon
EAST
Your eye

24. Draw a picture that will show the motion that the object made. Place an "A" at the beginning of its path and a "B" at the end of its path.

Please see attachment

25. Draw a picture that will show the shape of the object. Label and include in your sketch any details of the object that you saw, and place an arrow beside the drawing to show the direction the object was moving.

Please see attachment

SECTION E

26. Was this the first time that you have seen an object like this? (Circle One): [✓ Yes] No

26.1 IF you answered NO, then when, where, and under what conditions did you see other ones? --

27. In your opinion what do you think the object was and what might have caused it? I do not know. I never have seen anything like it, nor had any of the others. Everyone seeing the objects felt it was unlike anything they had ever seen as far as speed, maneuverability etc, were concerned. The feeling was that the objects could have originated from some placce other than this planet as there was something eerie and unknown about them. This is not something dreamed up, but the feeling generated while watching.

28. Give the following information about yourself:

NAME HADLEY (Last Name) LESLIE (First Name) RAYMOND (Middle Name) Captain USAF

ADDRESS Hq 4th Air Reserve (Street) District (City) 870 Market St, (Zone) San Francisco (State) Calif

TELEPHONE NUMBER YUkon 2-5800 ext 38,247,54

What is your present job? Capt USAF: Pilot, Director of Management-Analysis; Director of Statistical Control

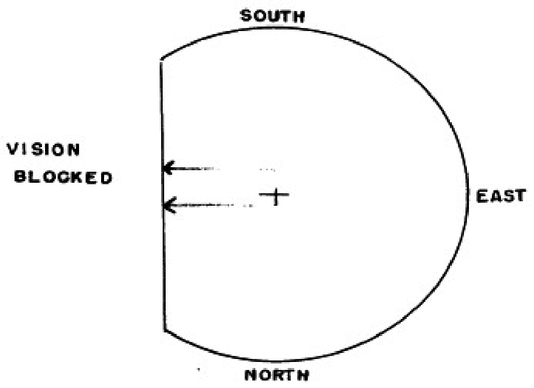
Age 27

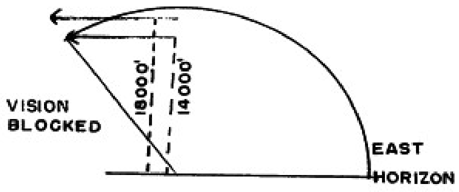
Sex Male

Last School Attended Philiips Academy, Andover Mass & Service Schools

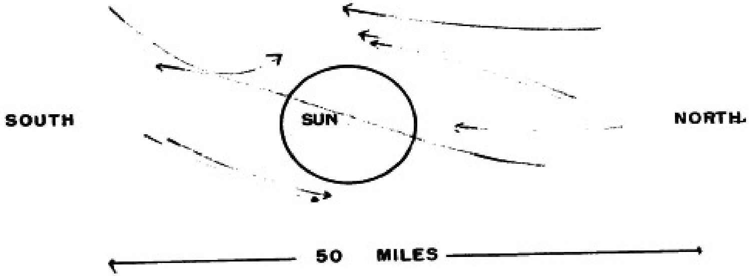
Year of last attendance at this school 1943; 1943,1946, 1949

INITIAL SIGHTING: FACING EAST, SUPINE


SOUTH
VISION BLOCKED
EAST
NORTH


VISION BLOCKED
18000'
14000'
EAST
HORIZON

VIEW OF FLIGHT OF OBJECTS; FACING WEST; 18,000', 15-20 MILES
OBSERVER MOVED POSITION 100' TO INCREASE FIELD OF VISION


SOUTH
SUN
NORTH
50 MILES

L. R. Hadley
CAPT L. R. HADLEY, USAF

Incl #2

29. Was anyone else with you at the time you saw the object?

(Circle One): [✓ Yes] or No

29.1 IF you answered YES, did they see the object too?

(Circle One): [✓ Yes] or No

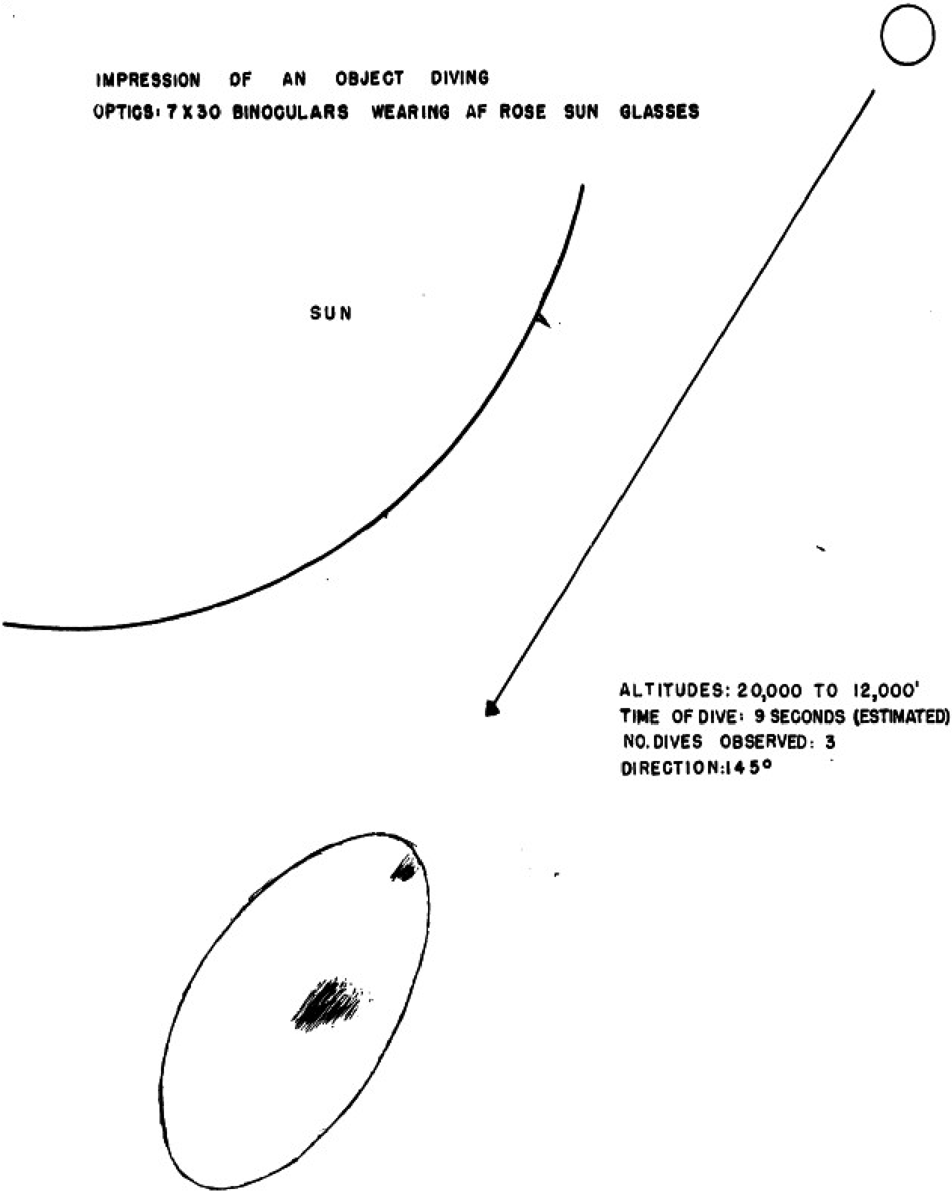
29.2 Please list their names and addresses:

Mrs Muriel E Hadley (wife) Qtrs 1149B Hamilton AFB
Capt & Mrs Perske Qtrs 1149C Hamilton AFB
Lt Swimley Qtrs 1149D
Mrs. David Jensen Qtrs 1149 E
Occupants of Quarters 1151

30. Please add here any further comments which you believe are important. Use additional sheets of the same size paper if necessary.

With all the publicity given to the sightings of the objects by the press, a person sighting objects has the tendency to avoid reporting as the general opinion is that a person sighting objects is slightly addled.

IMPRESSION OF AN OBJECT DIVING
OPTICS: 7 X 30 BINOCULARS WEARING AF ROSE SUN GLASSES

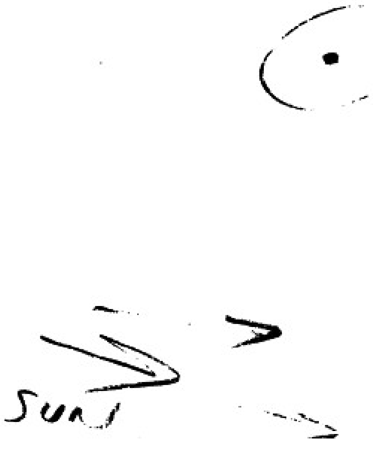


ALTITUDES: 20,000 TO 12,000'
TIME OF DIVE: 9 SECONDS (ESTIMATED)
NO. DIVES OBSERVED: 3
DIRECTION: 145°

Incl #3

Capt. [illegible] Hadley

1 August 1952 Bellfountain, Ohio



Could be any ~~de~~ darn thing!

However does look like a small one!

17X MAGNIFICATION

2 Jet Pilots See Object

DAYTON, Ohio, Aug. 1 (AP).—Jet interceptor pilots reported to Wright-Patterson Air Force Base officials today that they saw an object in the sky which they did not think was a light reflection.

It was the first time pilots checking on flying saucer reports here had made such a positive statement.

The two interceptors were sent up about 1:45 a. m. after the Air Force base had received five or six reports of "flying saucers."

They told officers they went up about 17,000 feet and for about ten seconds watched a bright object which hovered above them. It then disappeared at "a high rate of speed."

"We deliberately maneuvered around to make sure it wasn't a light reflection. At first it appeared red and white and then white only," they said.

The pilots, attached to the 97th Fighter Wing, were Maj. James B. Smith, and 1st Lt. Donald J. Hemer, recently transferred from O'Hare Air Force Base, Park Ridge, Ill.

The Air Technical Intelligence Center, in charge of "flying-saucer" investigations, immediately ordered the two pilots to stop commenting further on their experiences and ordered a ban on pictures of the two.

In the report to Capt. E. J. Ruppelt, in charge of "flying-saucer" studies, the two pilots said they were unable to estimate the object's location because "it was dark and there was nothing to compare it with."

Although the official report said the pilots observed the object for about ten seconds, that probably referred to the brief time they got a good look at it.

One of the pilots reported: "I don't think the light was a reflection. I deliberately maneuvered around it at several angles to make sure it wasn't a light reflection. If it had been, there would have been a change."

[redacted]

Status Report 8

17

1 August 1952 Bellefontaine, Ohio

Description of Incident

At 1551Z, a radar track appeared 20 miles NNW of W-P AFB. The course was 240° at 400 knots. Two F-86's under GCI control were then located ten miles SW of that position. The fighters were vectored and made visual contact at 1555Z. Fighters stayed with the object until 1613Z.

Interrogation of sources, an AF major and lieutenant, reveal the following:

a. The F-86's climbed to 48,000', fell off, and then made a second climb to 48,000'. The major made a camera run the second time and received a weak return on his radar gunsight. The lieutenant's sight was "caged" so he received no return. The major estimated the object at 12,000-20,000' above his altitude of 48,000'. This estimate was substantiated by the range capability of the radar gunsight. The object's size, accepting source's estimate of distance, was 24-40' in diameter and source said his optical sight just covered the object. The films were not sufficiently clear. The object appeared as a fuzzy, small image in the upper right hand corner with discernable motion to lower left.

b. The AC&W Squadron established two important facts: Re-affirmation that the UFO moved at 400 knots and indication that the two F-86's and UFO appeared simultaneously on the GCI scope. It is obvious that all eyes and antennas were fixed on the same object.

Comments

The object was not a balloon, since the speed was too fast. A rawinsonde was released at 1500Z and moved off to the east. The object moved against the wind. The blip size was that of a normal aircraft. The object was not a known aircraft because the altitude was too high. The object was not astronomical as dual radar returns eliminate this. Electronic or visual mirage of meteorological phenomenon is out of the question as the radar set was on high beam, and both would not occur simultaneously in the same place. The sighting occurred "above the weather".

Conclusion

Unknown

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

[redacted]

On August 1, 1952, two days after the Michigan incident, such a puzzle arose with an impressive radar-visual-photographic sighting near Bellefontaine, Ohio [2]. At 10:45 A.M. C.D.S.T., the radar operator at the Air Defense command post picked up an unidentified target north of Dayton, moving southwest at a speed of about 525 miles an hour. Two jets from Wright-Patterson Air Force Base were scrambled for an intercept and were vectored in by ground control. Since the ground radar was not equipped with height-finding devices, however, the operator could not direct the pilots to a specific altitude; he could only tell them whether they were nearer to or farther from the target.

When the jets had reached 30,000 feet, ground radar informed them that they were almost on target, which was still moving southwest at the same speed. A few seconds later, the returns from the jets and the UFO blended on the radarscope and the operator advised the pilots that they would have to continue the search visually. At this moment, unfortunately, the ground radar suddenly failed. Soon after communication between ground and air had ended, the lead pilot observed a silver-colored sphere several thousand feet above him. Both jets went after it but although they climbed to their maximum altitude, 40,000 feet, neither could get close enough to identify the object, which was still some 30,000 feet above them. One pilot, however, managed to expose several feet of film with his gun camera. At the same moment the warning light on his gunsight radar blinked on to indicate it detected a solid object. At this point the jets broke off the intercept and started back to Wright-Patterson Field.

Both pilots then realized that, although they had been chasing an unknown for some ten minutes, they were still northwest of the base in almost the same area where they had started the intercept. This surprising fact seemed to indicate that the unknown had slowed down from its original speed of 525 miles an hour, to hover in the sky nearly motionless.

Flying-saucer addicts regarded this series of events as an iron-clad case. One of them commented, "For the first time a saucer had been photographed during simultaneous radar and visual sightings, with the camera 'plane [*sic*] also locked on by radar. It was absolute proof that this saucer was a solid object, a controlled, disc-shaped machine." [10, p. 109]

After sifting the evidence, ATIC investigators eventually found the more prosaic though complicated solution to the puzzle:

1) The object picked up on ground radar had actually been a jet plane, flying out of Cleveland. It had not been identified immediately because the Bellefontaine station had not received its flight plan. At 10:45 that morning the jet had been north of Dayton, flying at low altitude on a southwest heading, at a speed of around 525 miles an hour—the exact time, position, and speed of the radar unknown.

2) The pilots of the interceptors never saw this jet. What they saw, what their gun radar detected, and what their gun camera photographed was a twenty-foot radiosonde balloon that had been released from Wright-Patterson Air Force Base that morning shortly before the sighting. Ground radar, on the other hand, never picked up the balloon.

3) The chief reason for the confusion was that ground radar did not have a height-finding device. When the operator notified the pilots that his scope showed a blending of the returns produced by the pursuit jets and by the unknown, neither he or the pilots had any way to tell whether the unknown was directly above or directly below the pursuing jets. At 30,000 feet the pilots were too high to see the Cleveland jet far below them. But they did see the balloon above them and naturally assumed that it was the object they were supposed to be chasing.

4) Since the ground radar stopped functioning at this point, the operator could no longer track the course of the unknown or of the interceptors. If the radar had been working, he would have seen that the target continued on to the southwest while the interceptors were searching in a different area to the north.

5) The photographs confirmed this reconstruction of a complicated series of events. The pictures obtained by the gun camera displayed a round, indistinct blur. Analysis showed that the size of the object was that of a twenty-foot sphere—a balloon—photographed from a distance of 30,000 feet.

1 August 1952

Bellefountain, Ohio

An unidentified object was observed on radar, and fighters were vectored in for an attempt to identify the unidentified radar return. Fighters were able to see the object, but were not able to get near it because of the altitude of the object. The object observed in this sighting has positively been identified as a type of upper air research balloon. This object actually consisted of four balloons attached to one "load". this load wieghed approximately 500 pounds, and consisted of metal measureing devises that would give a radar return.

[illegible] St. [illegible] + Load [illegible] Summary [illegible] Case #9 ?

UNCLASSIFIED [redacted]

Classified: SECRET
Headquarters: 664th AC&W
By Authority of: CG, 30th A
Date 11/10/52
Initials

ATIC W-P AFB ATIAA-5 Subj: (Uncl) FLYOBRPT

ATIAA-5 (2 Oct 52) 1st Ind

HEADQUARTERS, 664TH AC&W SQUADRON, Bellefontaine, Ohio

TO: Commanding General, Air Tech Intel Center, Wright-Patterson AFB,
Dayton, Ohio

In compliance with paragraph 1, basic letter, the Radar Observation Data Sheet is completed and forwarded for your information.

FOR THE COMMANDING OFFICER:

Chester J Derezinski
CHESTER J. DEREZINSKI
1st Lt., USAF
Adjutant

1 Incl
n/c

UNCLASSIFIED

[redacted]

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

#307

T52-14017-A

[redacted]
AUTH: CG, ATIC
BY: E.J. RUPPELT
Capt, USAF
DATE: 29 Sep 52

UNCLASSIFIED [redacted]

AIR TECHNICAL INTELLIGENCE CENTER
WRIGHT-PATTERSON AIR FORCE BASE
OHIO

OCT 2 1952

In reply refer to
ATIAA-5

SUBJECT: (Uncl) FLYOBRPT

TO: Commanding Officer
664th AC & W Squadron
Bellefontaine, Ohio

1. With reference to your unidentified flying object report (FLYOBRPT) of 011550Z August 1952, it is requested that you complete the inclosed Radar Observation Data Sheet. You may omit questions 1, 2, 4, 5, and 6 of Part II as the Air Technical Intelligence Center is already in possession of the complete weather data.

2. However, question 8, Part II, is extremely important. Specifically, it is necessary to know if the unidentified flying object and the two F-86's appeared simultaneously on the radar scope.

FOR THE COMMANDING GENERAL

James C Paschal
JAMES C. PASCHAL
1st Lieut, USAF
Asst Air Adjutant General

1 Incl
Radar Observation
Data Sheet

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

[redacted] [redacted]

T52-14017-A

[redacted] UNCLASSIFIED

I. QUESTIONS REGARDING DETECTING RADAR EQUIPMENT

1. What type radar equipment is involved?

AN/TPS-3 Search Radar

2. Has there been any recent maintenance difficulties? If so, describe.

Negative

3. What type modulator (i.e., spark gap, hard tube, etc.) is used in the radar equipment?

Hydrogen Thyratron (hard tube)

4. Was the AFC (automatic frequency control) circuit of the receiver operating properly?

Yes - in auto position

5. Has interference from another radar set been observed recently, and are personnel familiar with the effects caused by an interfering signal?

None observed, and personnel are familiar with adjacent station interfering signals.

6. What type indicators, "A scope", "B scope", etc., were used to follow the target?

PPI Scope

7. What was the radar scan rate?

3.3 RPM

8. What was the approximate frequency of the transmitter?

1290 Mc

II. GENERAL QUESTIONS

1. What were the general weather conditions at the time unidentified target was observed?

X

2. What weather data from nearby U.S. weather stations is available on temperature vs altitude, humidity vs altitude, and wind velocity vs altitude?

X

3. Was the target observed by any other nearby radar equipments? If so, give details.

No

4. Are the operator and the supervisor familiar with the effects of anomalous (duct-effect) propagation as they pertain to this type radar?

X

ATIC Form 332 (18 Jun 52) [redacted] UNCLASSIFIED

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

T52-14017

UNCLASSIFIED [redacted]

5. Has anomalous propagation been observed to extend the range of ground clutter by this radar at this site, and did this condition exist during or near the time that unknown target was observed?

X

6. What effects of rain storms and lightning have been observed on this radar?

X

7. Were any checks made to determine if unknown target could have been one of our own aircraft?

Yes. Aircraft were directed to the target by the controller. Target was believed to be another jet aircraft until observed by the flight leader.

8. Was any interception attempted? If so, give details.

Intercept was successful, but target was too high for the aircraft to get close for positive identification. Pictues were taken.

III. SPECIFIC TARGET QUESTIONS

1. What technical personnel observed the unknown target? Have they been questioned thoroughly? What was their opinion?

Maj. Smith, Flight Leader and Lt. Lott, Controller were observers. (?) **The target intercepted was not the target on the PPI Scope it must have been flying the same course at the same time.**

2. Was a permanent record "track" made of the target positions as they appeared on the indicators? If so, attatch to this report.

None

3. At what range, azimuth, altitude, and time was the target observed?

Range 25 miles, azimuth 230°, altitude unknown. High beam was used - target was above 10,000 feet.

4. How did the target appear in size and shape as compared with conventional aircraft targets?

Normal

5. Was the target of consistent size, or did it change rapidly?

Yes, until about one minute.after intercept.

6. Was the speed of the target constant or variable? Explain.

Speed consistant about 400 knots.

7. Did the target appear "fuzzy" or clear and sharp as compared with a known aircraft target?

Clear until fade.

8. What other (aircraft) targets were observed in the same general area, altitude, and time as that of the unknown target?

2 F-86's from 97th Fighter Interceptor Squadron, Wright-Patterson AFB, Dayton, Ohio, at 30,000 feet, M.S.L.

ATIC Form 332 (18 Jun 52)

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR

UNCLASSIFIED [redacted]

T52-14017

PROJECT 10073 WEATHER DATA SHEET

1. DATE OF OBSERVATION 10 Aug 52	2. TIME OF OBSERVATION 1500 Z	3. STATION OBSERVING 550

4. WINDS ALOFT:

ALTITUDE (feet)	VELOCITY (knots)	DIRECTION (degrees)	ALTITUDE (feet)	VELOCITY (knots)	DIRECTION (degrees)
0	7	180	25,000	25	270
1,000			30,000	29	280
2,000	24	270	35,000	29	290
3,000	29	[illegible]	40,000	26	276
4,000	34	[illegible]	45,000	31	270
5,000	23	260	50,000	31	260
6,000	24	266	55,000	33	270
7,000	[illegible]	[illegible]	60,000		
8,000	19	[illegible]	65,000		
9,000	21	266	70,000		
10,000	22	260	75,000		
12,000	17	[illegible]	80,000		
14,000	16	[illegible]	85,000		
16,000	[illegible]	[illegible]	90,000		
18,000	13	[illegible]	95,000		
20,000	14	[illegible]	100,000		

5. WAS AN INVERSION LAYER NOTED? ☐ Yes ☐ No
(If yes, at what altitude? ____________)

6. WERE ANY THUNDERSTORMS NOTED IN AREA? ☐ Yes ☐ No
(If yes, at what quadrant? ____________)

7. CLOUD COVER:
_____ tenths at _____ feet. _____ tenths at _____ feet.
_____ tenths at _____ feet. _____ tenths at _____ feet.

8. VISIBILITY WAS _______ MILES.

9. COMMENTS:

ATIC Test Form 333 (13 Aug 52)

[redacted]

UNCLASSIFIED

FLYOBRPT - 1 Aug 52 - Bellefontaine, Ohio

I. Interrogation of Maj Smith and Lt Hemmer by Lts Flues and Olsson revealed following:

A. F-86's climbed to 48,000 ft., then fell off, then made a second climb to 48,000 ft. Maj Smith made a camera run the second time and received a weak return on his radar gunsight. Hemmer's sight was "caged", so he received no returns. Smith estimated object at 12-20,000 ft. above him at 48,000 ft. This estimate is substantiated by range capability of radar gunsight.

B. Object's size, accepting Smith's estimate of distance, is 24-40 ft. in diameter, as computed from the fact that the gunsight is two mils in diameter and Smith said pip just covered object.

C. The films were not sufficiently clear. Object appeared as fuzzy small image in upper right hand corner with discernable motion to lower left.

II. The object is not:

A. Balloon speed too fast. 1500Z radiosonde release moved off to east. Object moves against the winds. Blip size is that of normal aircraft.

b. Known aircraft. Altitude too high.

c. Astro. Dual radar returns eliminate this.

d. Electronic or visual mirage or meteorological phenomena. Radar set is on high beam. Both would not occur simultaneously in same place. Sighting occurs "above the weather".

UNCLASSIFIED

[redacted]

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DOD DIR 5200.10

Summary

CASE #9

1 August 1952

Bellefontaine, Ohio

Description of Incident

At 1551Z a radar track appeared 20 miles NNW of W-P AFB. The course was 240 degrees at 400 knots. Two F-86's under GCI control were then SW of that position. The fighters were vectored and made visual contact at 1555Z. Fighters stayed with the object until 1613Z.

Interrogation of sources, an AF major and lieutenant, reveal the following:

a. The F-86's climbed to 48,000', fell off, and then made a second climb to 48,000'. The pilot made a camera run. The major estimated the object at 50 to 70,000'. The object's size, accepting source's estimate of distance was 24-40' in diameter and source said his optical sight just covered the object. The films were not sufficiently clear. The object appeared as a fuzzy, small image in the upper right hand corner with discernable motion to lower left.

b. Two important facts were established: Re-affirmation that the UFO moved at 400 knots and indication that the two F-86's and UFO appeared simultaneously on the ground radar scope. It is obvious that all eyes and antennas were fixed on the same object.

Comments

- but speed relative!

The object was not a balloon, since the speed was too fast. A rawinsonde was released at 1500Z and moved off to the east. The object moved ~~at~~ against the wind. The blip size was that of a normal a/c. The object was not a known a/c because the altitude was too high. The object was not astronomical as dual radar returns eliminate this. Electronic or visual mirage of meteorological phenomenon is out of the question as the radar set was on high beam, and both would not occur simultaneously in the same place. The sighting occurred "above the weather".

Conclusion

Unknown ← unless backfired of jet exhaust photographed

DISPOSITION FORM

SECURITY CLASSIFICATION (If any)

[redacted]

UNCLASSIFIED

FILE NO.	SUBJECT (Restricted) Project Blue Book, Gun Camera Film

TO Chief, Air Technical
Intelligence Center
Wright-Patterson AFB
Ohio

FROM Dept of the Air Force
Hq USAF - AFOIN-2A

DATE Maj Fournet/ 71016
SEP 24 1952

COMMENT NO. 1

1. Returned herewith is gun camera film taken of an unidentified flying object by the 97th FI Squadron.

2. Prints were made of four frames by OSD-OPI and declassified by Security Review, OSD. It is understood that a print of two of these frames will be furnished TRUE magazine in answer to their request.

1 Incl:
Roll 16mm film

for WILLIAM A. ADAMS
COLONEL, USAF
Chief, Topical Division
Deputy Director for Estimates
Directorate of Intelligence, DCS/O

When Incl(s) No. 1
are withdrawn or [illegible] [illegible] [illegible],
Secret [illegible] classification
of this correspondence [illegible]
graded to restricted
accordance with Par 25e, [illegible] 205-1.

[redacted]

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DD FORM 1 FEB 50 96 REPLACES NME FORM 96, 1 OCT 48, WHICH MAY BE USED

16—54801-3 U. S. GOVERNMENT PRINTING OFFICE: 1952 O - [illegible]

T52-16443-B

UNCLASSIFIED

[redacted]

Status Report I

(17)

1 August 1952 Bellefontaine, Ohio

Description of Incident

At 1551Z, a radar track appeared 20 miles NNW of W-P AFB. The course was 240° at 400 knots. Two F-86's under GCI control were then located ten miles SW of that position. The fighters were vectored and made visual contact at 1555Z. Fighters stayed with the object until 1613Z.

Interrogation of sources, an AF major and lieutenant, reveal the following:

a. The F-86's climbed to 48,000', fell off, and then made a second climb to 48,000'. The major made a camera run the second time and received a weak return on his radar gunsight. The lieutenant's sight was "caged" so he received no return. The major estimated the object at 12,000-20,000' above his altitude of 48,000'. This estimate was substantiated by the range capability of the radar gunsight. The object's size, accepting source's estimate of distance, was 24-40' in diameter and source said his optical sight just covered the object. The films were not sufficiently clear. The object appeared as a fuzzy, small image in the upper right hand corner with discernable motion to lower left.

b. The AC&W Squadron established two important facts: Re-affirmation that the UFO moved at 400 knots and indication that the two F-86's and UFO appeared simultaneously on the GCI scope. It is obvious that all eyes and antennas were fixed on the same object.

Comments

The object was not a balloon, since the speed was too fast. A rawinsonde was released at 1500Z and moved off to the east. The object moved against the wind. The blip size was that of a normal aircraft. The object was not a known aircraft because the altitude was too high. The object was not astronomical as dual radar returns eliminate this. Electronic or visual mirage of meteorological phenomenon is out of the question as the radar set was on high beam, and both would not occur simultaneously in the same place. The sighting occurred "above the weather".

Conclusion

Unknown

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

[redacted]

UNCLASSIFIED

[redacted]

AF FORM 112
APPROVED 1 JUNE 1948

UNCLASSIFIED

47

COUNTRY	REPORT NO.	(LEAVE BLANK)

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT
[illegible] Flying Object

AREA REPORTED ON
Reel [illegible]

FROM (Agency)
[illegible]

DATE OF REPORT
6 August 1952

DATE OF INFORMATION
1 August 1952

EVALUATION
[illegible]

PREPARED BY (Officer)
Capt. [illegible] Intel Officer

SOURCE
[illegible]

REFERENCES (Control number, directive, previous report, etc., as applicable)
[illegible] 1952

SUMMARY: (Enter concise summary of report. Give significance in final one-sentence paragraph. List inclosures at lower left. Begin text of report on AF Form 112—Part II.)

Observed by [illegible], [illegible] Phone 72143.

At 1541 [illegible] Wright-Patterson Field [illegible] Southeast of that position [illegible] flight [illegible] vector was given. The flight leader immediately [illegible] on the track [illegible] changed [illegible] climb [illegible] miles heading [illegible] silver [illegible] estimated [illegible] feet. [illegible] 1115 [illegible] 5 miles northwest of Springfield, Ohio. [illegible]

The [illegible] at [illegible] 5,000, [illegible] winds [illegible]

[illegible] feet	250 degrees	33 knots
15,000 "	2?0 "	35 "
20,000 "	260 "	35 "
25,000	[illegible]	[illegible]

Captain, USAF
Intelligence Officer

None INCLS.

DISTRIBUTION BY ORIGINATOR
[illegible] Wright Patterson AFB, [illegible]
[illegible] Int AFB, Attn: [illegible]
[illegible] Director of [illegible]
[illegible] Belleville, [illegible]

DOWNGRADED AT 3 YEAR INTERVALS:
DECLASSIFIED AFTER 12 YEARS,
DOD DIR 5200.10

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[redacted]

569

16—55560-2 U. S. GOVERNMENT PRINTING OFFICE

CASE #9

1 August 1952

Bellefontaine, Ohio

Description of Incident

At 1551Z a radar track appeared 20 miles NNW of W-P AFB. The course was 240 degrees at 400 knots. Two F-86's under GCI control were then SW of that position. The fighters were vectored and made visual contact at 1555Z. Fighters stayed with the object until 1613Z.

Interrogation of sources, an AF major and lieutenant, reveal the following:

a. The F-86's climbed to 48,000', fell off, and then made a second climb to 48,000'. The pilot made a camera run. The major estimated the object at 50 to 70,000'. The object's size, accepting source's estimate of distance was 24-40' in diameter and source said his optical sight just covered the object. The films were not sufficiently clear. The object appeared as a fuzzy, small image in the upper right hand corner with discernable motion to lower left.

b. Two important facts were established: Re-affirmation that the UFO moved at 400 knots and indication that the two F-86's and UFO appeared simultaneously on the ground radar scope. It is obvious that all eyes and antennas were fixed on the same object.

Comments

- but speed relative!

The object was not a balloon, since the speed was too fast. A rawinsonde was released at 1500Z and moved off to the east. The object moved ag against the wind. The blip size was that of a normal a/c. The object was not a known a/c because the altitude was too high. The object was not astronomical as dual radar returns eliminate this. Electronic or visual mirage of meteorological phenomenon is out of the question as the radar set was on high beam, and both would not occur simultaneously in the same place. The sighting occurred "above the weather".

Conclusion

Unknown = unless the speed of jet and object [illegible]

FLYING SAUCERS
ARE THEY REAL

Aug

[illegible] natural phenomena or [illegible]

5 cys

[redacted] UNCLASSIFIED

(CLASSIFICATION)

18

AF FORM 112—PART I
APPROVED 1 JUNE 1948

COUNTRY United States of America	REPORT NO. IR-129-52	(LEAVE BLANK)

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT FLYOBRPT	
AREA REPORTED ON South West United States	FROM (Agency) CG 40th Air Division, Turner AFB, Ga.
DATE OF REPORT 29 August 1952	DATE OF INFORMATION 24 August 1952
EVALUATION [illegible]	
PREPARED BY (Officer) Major John E. Albert, Intell Officer	SOURCE Colonel Gerald W. Johnson

REFERENCES (Control number, directive, previous report, etc., as applicable)
None

SUMMARY: (Enter concise summary of report. Give significance in final one-sentence paragraph. List inclosures at lower left. Begin text of report on AF Form 112—Part II.)

On 24 August 1952 while enroute from Travis AFB, California to Turner AFB, Georgia Colonel Gerald W. Johnson, flying an [illegible] aircraft, observed two (2) objects in the vicinity of [redacted], New Mexico (3150N 10800W). The objects appeared to be round in shape, silver in color and approximately six (6) feet in diameter. He observed them to be approximately two (2) miles from him between 10 and 11 o'clock. There was no visible means of propulsion and the objects left no trail or exhaust. One object seemed to change its shape to a long grey object while in a right turn. The other object also seemed to change shape when it accelerated very rapidly. This object also seem to take the shape of a long grey object twice as long as when it appeared as a ball. The objects disappeared three (3) minutes from when first observed. After approximately seven (7) minutes the objects reappeared at which time the observer was over El Paso, Texas (3147N 10629W). One object seemed to climb straight up two or three thousand feet and was joined shortly thereafter by the other one in close formation.

The observed characteristics of these unidentified objects were such that would lead to no conclusion, however, their speed was so much greater than the 290 MPH Indicated Air Speed of the observer and the fact that they could so quickly disappear on two occasions led me to believe that their flight capabilities were greater than that of any aircraft known to be flying today. ?

APPROVED:

John E. Albert
JOHN E. ALBERT
Major, USAF
Wing Intelligence Officer

1 INCLS.
Map (6 copies)

DOWNG[illegible]
DECLASSIFI[illegible]
DOD D[illegible]

DISTRIBUTION BY ORIGINATOR

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UNCLASSIFIED

Incl #1

[redacted]

UNCLASSIFIED

AF FORM 112—PART II
APPROVED 1 JUNE 1948

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	
CO 40th Air Division, Turner AFB, Ga.	IR-129-52	PAGE 2 OF 2 PAGES

1. Two (2) silver objects appearing as balls six (6) feet in diameter were flying line abreast approximately four to five hundred yards apart. Change in shape came when one object turned right in front of observer, it then appeared to be a long grey object twice as long as when it was a ball. The other object continued on its course and gradually turned grey in color. There was no trail or exhaust observed. Propulsion system unknown. Speed unknown, observer was traveling at 290 MPH Indicated Air Speed at 35,000 feet altitude. The objects appeared, flew a course parallel with observers and disappeared in three minutes. However: One object made a right turn and disappeared later. The other object which appeared to be silver in color and to have a ball shape six (6) feet in diameter accelerated rapidly and appeared to be a long grey object. In the second sighting the objects resembled a basketball, one object seemed to go straight up two or three thousand feet and five minutes later the second object came across the observer's nose and joined the other object in close formation.

C P.

2. The first sighting was 1015 to 1018 MST and the second was 1025 to 1035 MST 24 August 1952.

5 17152

3. The visual observation was made from an F-84G aircraft at 35,000 feet traveling at 290 MPH Indicated Air Speed.

4. First sighted over Hermanas, New Mexico (3150N 10800W). Location of object in reference to observer approximately two miles away appearing between ten and eleven o'clock at approximately 37,000 feet flying east. When pilot was over El Paso one of the objects reappeared from the direction from which they had disappeared, the other object came across the observer's nose and joined in close formation WITH the other object.

5. Colonel Gerald W. Johnson.

6. Weather VFR Clear, few low scattered clouds, winds forecasted SW 30 knots at 35,000 feet.

7. None.

8. Not applicable.

9. Interception not attempted due to difference of speed.

DOWNGRADED A[illegible]
DECLASSIFIED [illegible]
DOD DIR [illegible]

10. Location of any air traffic in the general area at the time of the sighting none known. An attempt was made to contact El Paso radio concerning any other aircraft in the area which was unsuccessful.

COMMENTS of Preparing Officer:

1. The last paragraph in Part I of this report is a comment by Colonel Gerald W. Johnson.

2. After questioning the observer the following information affects the signific-

a. The observer checked his air speed against known air speeds of all present day high speed aircraft.

b. Check was made of the possibility of being in the vicinity of White Sands Proving Grounds. If the objects had been from the White Sands Proving G round, they would have been outside the danger area. In addition, according to information available, missiles at White Sands are fired north out of the danger area. This would indicate the objects were not from White Sands.

JOHN E. ALBERT
Major, USAF
Wing Intelligence Officer

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932

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16—55370-1 ☆ U. S. GOVERNMENT PRINTING OFFICE

24 Aug

A number of other publicized cases listed as "Unknown" were in all probability balloons. Since a probability, however good, is not the same as an established fact, these sightings remain in the Unknown category even though their actual explanation is reasonably certain. Such a case was that near Hermanas, New Mexico, which, like that a few weeks earlier at Hamilton Air Force Base, may have abeen stimulated by the 1952 saucer panic in Washington (*Chapter* VII).

On August 24, 1952, an Air Force colonel was flying from California to Georgia in an F-84-G plane at an air speed of about 290 miles an hour. At 10:15 (A.M. M.S.T., when near Hermanas, New Mexico, he observed two round, silvery objects about six feet in diameter some two miles north of him and traveling east at high speed; they showed no trail or exhaust. During the three minutes they were in view, one object suddenly began a right turn while the second accelerated rapidly; they changed in shape and in color, became elongated and gray, and then disappeared. A few minutes later over El Paso, Texas, he saw two similar silvery objects, also traveling east. During the ten minutes they were in view, one object seemed to climb straight up for 2000 or 3000 feet, followed immediately by the second one. Assuming that the same pair of objects was involved in both sightings, the observer concluded that they were going much faster than any plane, and reported the incident to ATIC.

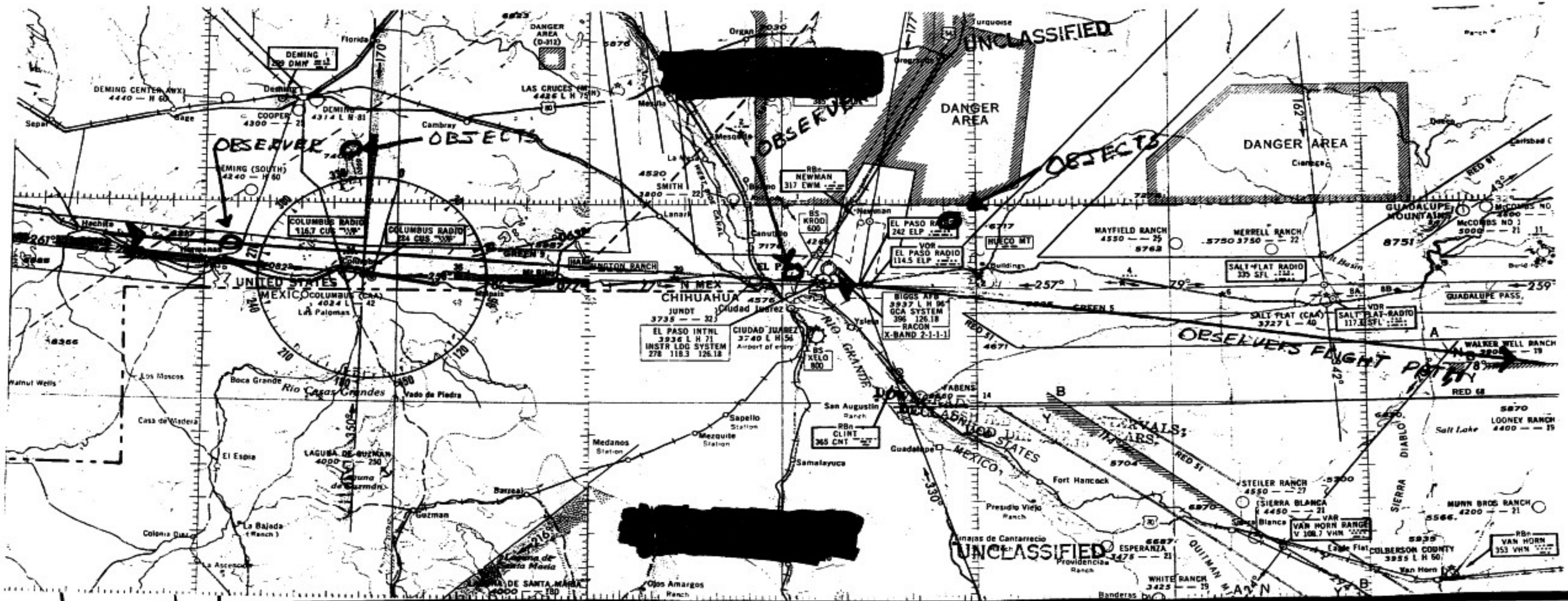
The behavior described is typical of that of balloons. Rising into a new wind stream, they may move rapidly and change their orientation so that they look sausage-shaped instead of round; reflecting the sun at a different angle, they look gray rather than silver. Investigators checked with Biggs Air Force Base, White Sands, and El Paso International Airport; both White Sands and El Paso had released weather balloons at 8:00 that morning which had traveled southeast and burst some time before the sighting at Hermanas. Since no single recorded balloon could account for the sighting, it was listed as Unknown [2].

This inquiry can scarcely be called thorough. Apparently no check was made at Holloman Air Force Base or at more distant bases whose weather balloons might well have traveled into the area. The investigators apparently accepted the pilot's assumption that the objects in the two sightings were indentical and were therefore traveling at incredible speeds; yet there was no evidence to support the assumption. It is far more probable that he was observing two sets of objects, not one. The estimates of size, distance, and speed are all uncertain because no fixed reference point existed. The report does not state whether the objects seemed to be above or below the plane, and does not give the exact heading of the objects.

The objects looked and behaved like balloons. Another possibility is that they were fragments from the balloons that had burst earlier; the observer was looking into the sun and could have misinterpreted them. But the explanation of this incident remains unknown because too few facts were determined.

[redacted]

UNCLASSIFIED



OBSERVER
OBJECTS
OBSERVER
OBJECTS
OBJECTS
OBSERVERS FLIGHT PATH
DANGER AREA
DANGER AREA
DANGER AREA (D-312)
DEMING
DEMING CENTER (WX)
COOPER
LAS CRUCES
COLUMBUS RADIO
UNITED STATES
MEXICO
N MEX
CHIHUAHUA
Ciudad Juarez
EL PASO INTNL
CIUDAD JUAREZ
EL PASO RADIO
BIGGS AFB
NEWMAN
HUECO MT
RIO GRANDE
MAYFIELD RANCH
MERRELL RANCH
SALT FLAT RADIO
GUADALUPE MOUNTAINS
GUADALUPE PASS
WALKER WELL RANCH
LOONEY RANCH
SIERRA DIABLO
STEILER RANCH
SIERRA BLANCA
VAN HORN RANGE
CULBERSON COUNTY
VAN HORN
Fort Hancock
FABENS
San Augustin
CLINT
Samalayuca
Rio Casas Grandes
Boca Grande
LAGUNA DE GUZMAN
Guzman
El Espia
Los Moscos
Walnut Wells
Ojos Amargos
WHITE RANCH
ESPERANZA
QUITMAN MTS
RED 81
RED 51
RED 68
GREEN 5

[redacted]

UNCLASSIFIED

CASE [illegible]0

24 August 1952 Hermanas, New Mexico

An AF colonel, flying a jet a/c, observed 2 objects in the vicinity of Hermanas, New Mexico (31 deg 50 min N/108 deg 2 min W). The objects appeared to be round in shape, silver in color and approximately 6" in diameter. He observed them to be approximately 2 miles from him between the hours 1000-1100MST on 24 Aug 52. The first sighting was 1015-1018 MST and the second sighting 1025-1035 MST. There was no visible means of propulsion. One object seemed to change its shape to a long grey object while in a right turn. 1 The object (second object) also seemed to change shape when it accelerated very rapidly. This object also seemed to take the shape of a long grey object twice as long as when it appeared as a ball. The objects disappeared 3 minutes from when first observed. After approximately 7 minutes the objects reappeared at which time the observer was over El Paso, Texas. One object seemed to climb straight up 2 or 3 thousand feet and was joined shortly thereafter by the other one in close formation.

The observed characteristics of these unidentified objects were such that would lead to no conclusion, however, their speed was so much greater than the 290 MPH indicated air speed of the observer and the fact that they could so quickly disappear on two occasions led the reporting officer to believe that their flight capabilities were greater than that of any aircraft known to be flying today.

The ATIC checked all possibilities of known objects in the air in the vicinities of the two sighting with negative results.

Conclusion:

Unknown

Hamilton AFB

CASE #10

Two unidentified objects were first observed visually and with binoculars at 1615 PDST for a period of 1 hour and 15 minutes. They were described as silver in color, eimsu circular in shape. They were described as being 60 to 100' in diameter and traveled at an estimated speed of 400 to 450 MPH. No sound was heard. The objects were moving from E to W. One object appeared to be at approximately 12,000' and the other at about 18,000'. The two objects moved to the W ~~at~~ for approximately 15 miles passing over head of the observers. During this time the object at about 18,000' reportedly dove to the approximate same ~~p~~ altitude as the lower object. When the objects reached a point about 15 miles W of the observers, they began maneuvers similar to an aircraft dogfight. After appearing to disappear into the sun momentarily, the observers then sighted the same 2 objects in the approximate location ~~a~~ at which they were lost from view. During the latter period of observation, 6 additional objects of similar description were observed 15 to 20 miles W of the observers. This made the total rise to 8 similar objects observed in this area. These additional 6 objects came into view in pairs - altitudes not estimated by the observers. These objects appeared to be in a dogfight. The observers stated that the objects took up a diamond formation momentarily covering an estimated 4 mile area. The observers also stated that the objects were definitely not jet a/c and had no vapor trails, exhaust or sound and further stated that it was difficult to follow any one object for any length of time.

The weather officer at Hamilton AFB reported the weather as clear during the time of sighting with approximately 20 miles visibility. The preparing officer stated that this report indicates the possibility that the objects ~~sighting~~ sighted were weather balloons.

[redacted] [redacted]

UNCLASSIFIED

HEADQUARTERS STRATEGIC AIR COMMAND
OFFUTT AIR FORCE BASE
OMAHA, NEBRASKA

DINC 350 11 SEP 1952

SUBJECT: (Unclassified) FLYOBRPT

TO: Chief,
Air Technical Intelligence Center
Wright-Patterson Air Force Base
Ohio

The attached AF Forms 112, Air Intelligence Information Reports are forwarded as per instructions AFL 200-5, dated 29 April 1952, subject, FLYOBRPT.

FOR THE COMMANDING GENERAL:

Ray P Stewart
RAY P. STEWART
Major, USAF
Asst Adj Gen

2 Incls
IR-129-52(1cy)
IR-130-52 (1cy)

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

[redacted]

UNCLASSIFIED

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

DATE-TIME GROUP 171920Z SEPT 52	SECURITY CLASSIFICATION UNCLASSIFIED
PRECEDENCE FOR: ROUTINE	
☐ BOOK MESSAGE	☐ ORIGINAL MESSAGE
☐ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☐ NO
REFERS TO MESSAGE:	
IDENTIFICATION	CLASSIFICATION

FROM: (Originator)

CG ATIC

TO:

CO BIGGS AFB EL PASO TEXAS

INFO:

ATIAA-5

FROM: AFOIN-ATIAA-9-7-E FOR INTELLIGENCE OFFICE

In connection with sighting of an unidentified aerial object on 24 August 1952, over Hermanas, New Mexico, and El Paso, Texas, request immediate information on weather balloon releases from El Paso, Texas, and White Sands, New Mexico, area between 0900 and 1100 MST this date and include: a) release time, b) track, c) time of burst. Were clusters of balloons released and were there any irregular launches on this date? In reply cite Project Blue Book.

COORDINATION:

ATIAA ____________

ATIA ____________

SECURITY CLASSIFICATION UNCLASSIFIED	PAGE 1	OF 1	PAGES

DRAFTER'S NAME (and signature, when required)

LT OLSSON/jos

RELEASING OFFICER'S SIGNATURE

SYMBOL

ATIAA-5

TELEPHONE

65365

OFFICIAL TITLE

ROBERT E. KENNEDY, MAJOR, USAF
AIR ADJUTANT GENERAL

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 49, WHICH MAY BE USED.

U. S. GOVERNMENT PRINTING OFFICE

22SEP52 08 59

1. ATIAA
2. ATIA
3. C. Files

SEP 20 22 1952

ACTION

ACTION FOR AGO INFOR.

ATIC

7:27

RB088 M
WPD124
WYC153
CBD080
JWFBG 089
PP JEDWP
DE JWFBG 27
P 201830Z
FM COADIV 810 BIGGS AFB TEX
TO CG ATIC WRIGHT PATTERSON AFB OHIO

IDA 1951. PROJECT BLUE BOOK: REURMSG AFOIN-ATIAA-9-7-E FOLG INFO IS SUBM: NEG WX BALLOONS RELEASED AT BIGGS AFB, WHITE SANDS, N.M. OR EL PASO PASO INTERNATL AIRPORT BETWEEN 0900 AND 1100 MST 24 AUG 52. FOLG INFO ON RELEASES PRIOR TO SUBJ TIMES IS SUBM: WHITE SANDS RELEASED 1 BALLOON TYPE ML391 C/AM(730) AT 0800 MST 24 AUG 52. RATE OF ASCENT 1137 FT/MIN; SLANT RANGE 13,600 YDS; BURST ALT 56,603 FT; TRACK S.E. EL PASO INTERNTL AIRPORT RELEASED 1 WX BALLOON AT 0802 MST 24 AUG 52. RECORDS NOT AVAIL ON ON RATE OF ASCENT OR SLANT RANGE; BURST ALT 25,770 FT. NO OTHER RELEASES IN THIS VICINITY DURING PERIOR 24 AUG 52. NO CLUSTERS OF BALLOONS OR KNOWN IRREGULAR RELEASES THAT DATE. END.

20/1903Z SEP JWFBG

ay-1

UNCLASSIFIED

1. atiaa
2. atia
3. C files

O

WPC107

YMA044

VYB096

VDC126

JESTU 33

ACTION 1952

1E

ATIC

ACTION INFOR. A.G.O.I INFOR.

PP JEPHQ JEDWP JEDEN JEDMH 444

DE JESTU 40

7:51

P 252225Z ZNJ

FM CO 40TH ADIV TURNER AFB GA

TO JEPHQ/DIR OF INT HQ USAF WASH DC

JEDWP/AIR TECH INT CTR WRIGHT PATT AFB ATIAA 2C OHIO

JEDEN/CG ENT AFB COLO

JEDMH/CG SAC OFFUTT AFB NEBR

/[redacted]50B INT 879. FLYOBRT 1. 2 OBJECTS APPEARED TO BE SILVER BALLS APPROX 6 FT IN DIA IN A FORMATION OF LINE ABREAST 4 TO 500 YARDS APART. ONLY CHANGE FROM ORIGINAL SHAPE WAS WHEN ONE TURNED TO RIGHT IN FRONT OF OBSERVER, COL GERALD W JOHNSON, IT THEN BECAME A LONG GRAY OBJECT TWICE AS LONG AS WHEN IT WAS A BALL. THE OTHER OBJECT CONTINUED ON ITS ORIGINAL COURSE AND GRADUALLY CHANGED INTO A GRAY SHAPE, THERE WAS NO TRAIL OR EXHAUST OBSERVED. PROPULSION SYSTEM UNKNOWN. SPEED OBSERVED BY OBSR TRAVELING AT 290 MPH INDICATED, IT DISAPPEARED FROM HIS SIGHT 3 MINS FROM WHEN FIRST OBSERVED. SOUND NOT APPLICABLE. MANEUVERS: ONE MADE A RIGHT TURN AND DISAPPEARED LATER. THE OTHER ACCELERATED VERY RAPIDLY FROM WHEN FIRST OBSERVED

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

PAGE TWO JESTU 40

AS A SILVER BALL 6 FT IN DIA TO A LONG GRAY OBJ DISAPPEARING IN 3 MINS. AFTER 10 MINS THEY WERE AGAIN SIGHTED UNUSUAL MANEUVER, ONE CLIMBED RAPIDLY, APPEARED TO CLIMB STRAIGHT UP TWO OR THREE THOUSAND FT, SECOND JOINED LATER IN CLOSE FORMATION. 2. 1015 MOUNTAIN STD TIME 24 AUG 52. THREE MINS FIRST SIGHTING, SECOND SIGHTING TEN MINS LATER 1025 TO 1035 MOUNTAIN STD TIME. 3. FLYING FROM WEST COAST TO ALBANY GA. VISUAL OBSERVATION FROM AIR 290 MILES PER HOUR INDICATED 35,000 FEET F-84G NONE. 4. 31 DEGREES 50 MINS NORTH LATITUDE, 108 DEGRS 02 MINS WEST LONGITUDE. REF LAND MARK OVER CITY OF HERMANAS, NEW MEXICO. LOCATION OF OBJ IN RESPECT TO OBSR APPROX TWO MILES AWAY APPEARED BETWEEN TEN AND ELEVEN O'CLOCK AT APPROX 37,000 FEET FLYING EAST. 5. COL GERALD W JOHNSON. 6. WEATHER VFR CLEAR FEW LOW SCATTERED CLOUDS WINDS FORECASTS SW THIRTY KNOTS AT 35,000 FT. 7. NONE 8. NOT APPLICABLE. 9. INTERCEPTION NOT ATTEMPTED DUE TO DIFFERENCE OF SPEED. 10. LOCATION OF ANY AIR TRAFFIC IN THE GENERAL AREA AT THE TIME OF THE SIGHTING NONE KNOWN. AN ATTEMPT WAS MADE TO CONTACT EL PAST RADIO CONCERNING ANY OTHER ACFT IN THE AREA WHICH WAS UNSUCCESSFUL. AT 1025 MOUNTAIN STD TIME OVER CITY OF EL PASO

PAGE THREE JESTU 40

OBJECTS REAPPEARED. WHEN, I FIRST OBSERVED THEM THEY APPEARED IN THE GENERAL VICINITY OF THE POSITION OF WHICH THEY HAD DISAPPEARED. I FIRST OBSERVED A SHINY OBJ APPROX THE SIZE OF A BASKETBALL. I OBSERVED THIS ONE FOR APPROX 5 MINS WITHOUT ANY APPARENT CHANGE IN ITS SIZE WHICH INDICATED TO ME THAT IT WAS TRAVELING APPROX THE SAME SPEED THAT I WAS. I THEN SAW THE SECOND ONE COME FROM IN FROMT OF MY NOSE MOVING TOWARDS THE FIRST ONE. IT CONTINUED TO CLOSE UNTIL THE TWO WERE IN CLOSE FORMATION. THEY STAYED IN CLOSE FORMATION FOR TWO OR THREE MINS THEN ONE CLIMBED RAPIDLY WHICH APPEARED TO BE STRAIGHT UP, THEN AFTER A MOMENTS DELAY SECOND ONE RAPIDLY CLIMBED TO JOIN THE FIRST ONE. THEIR CHANGE IN ALT WAS APPROX TWO OR THREE THOUSAND FEET TO APPROX 40,000 FT. BOTH THEN APPEARED IN CLOSE FORMATION AND THEY GRADUALLY BECAME SMALLER AND SMALLER AND DISAPPEARING AT 1035. LAST SIGHTING THEM OBSERVER WAS AT 31 DEGREES 40 MINS NORTH 105 DEGREES 10 MINS WEST.

25/2229Z AUG JESTU

In sight a long time for balloons ←

Balloons would not make such maneuvers.

PROJECT 10073 WORKSHEET

I. GENERAL

1. DATE 24 aug 52	2. LOCATION Hermanas, N.M.	3. TIME Local: 1015MST Zebra: 1715

4. WAS OBJECT OBSERVED FROM THE GROUND?	☐ Yes ☐ Naked Eye ☐ Binoculars ☐ Telescope ☐ Theodolite	☑ No
5. WAS OBJECT OBSERVED BY GROUND RADAR?	☐ Yes ☐ By One Set ☐ By Two Sets ☐ By Three Sets	☑ No
6. WAS OBJECT OBSERVED FROM THE AIR?	☑ Yes 1 A/C Observed Object ☐ Interception Attempted ☑ No Intercept Attempted	☐ No
7. WERE AIRCRAFT SCRAMBLED TO INTERCEPT?	☐ Yes __ A/C Scrambled ☐ Visual Contact Made ☐ A/I Contact Made ☐ No Contact Made	☑ No
8. DID OBJECT CHANGE DIRECTION AT ANY TIME?	☑ Yes ☑ Normal ☐ Violent	☐ No
9. IF OBJECT WAS A "LIGHT", WAS IT:	☐ Blinking ☐ Steady	
10. LENGTH OF TIME IN SIGHT:	☐ 1-15 Seconds ☐ 1-5 Minutes ☑ Over 10 Minutes	
11. REPORTING AGENCY (Unit Number and Mailing Address) 40th A Div. Turner AFB, Ga		

II. ASTRONOMICAL DATA

12. WHAT ASTRONOMICAL ACTIVITY WAS NOTED? none		
13. DID OBJECT APPEAR TO ARCH DOWNWARD?	☐ Yes	☐ No
14. DID OBJECT HAVE A TAIL?	☐ Yes	☐ No
15. DID OBJECT APPEAR TO DISINTEGRATE?	☐ Yes	☐ No
16. TIME OF SIGHTING RELATIVE TO SUNRISE OR SUNSET (Data from Air Almanac)	☒ Night ☑ Day ☐ Sunrise ☐ Sunset	

III. AIRCRAFT DATA

17. WERE AIRCRAFT NOTED IN AREA?	☐ Yes ☐ One Aircraft ☐ More Than One Aircraft	☑ No
18. WAS ANY SOUND HEARD?	☐ Yes	☑ No
19. WERE THERE INDICATIONS OF HIGH BACKGROUND NOISE?	☐ Yes	☑ No
20. WAS THE OBJECT VIEWED ABOVE 45° ELEVATION?	☐ Yes	☑ No

ATIC Test Form 334 (13 Aug 52)

IV. BALLOON DATA

21. WERE BALLOONS RELEASED IN AREA? ☐ Yes ☑ No

22. TIME SINCE SCHEDULED BALLOON RELEASE: ____ Minutes

23. POSSIBLE BALLOON LAUNCH SITES DOWNWIND OF SIGHTING:

				Lighted?		Describe Lighting
	Location	Type	Launching Agency	Yes	No	
a.						
b.						
c.						
d.						

(attach overlay)

V. EVALUATION

21. EVALUATION OF SOURCE:

- ☑ Excellent
- ☐ Good
- ☐ Fair
- ☐ Poor
- ☐ Unreliable
- ☐ Extremely Doubtful
- ☐ Hoax

22. DETAILS OF REPORT:

- ☑ Good
- ☐ Fair
- ☐ Poor
- ☐ Insufficient to Evaluate

23. FINAL EVALUATION:

- ☐ Was Balloon
- ☐ Probably Balloon
- ☐ Possibly Balloon

- ☐ Was Aircraft
- ☐ Probably Aircraft
- ☐ Possibly Aircraft

- ☐ Was Astronomical
- ☐ Probably Astronomical
- ☐ Possibly Astronomical

- ☐ Other: ____________

- ☐ Insufficient Data For Evaluation

- ☑ Unknown

24. COMMENTS:

ATIC Test Form 334 (13 Aug 52)

PROJECT 10073 WEATHER DATA SHEET

1. DATE OF OBSERVATION	2. TIME OF OBSERVATION	3. STATION OBSERVING

4. WINDS ALOFT:

ALTITUDE (feet)	VELOCITY (knots)	DIRECTION (degrees)	ALTITUDE (feet)	VELOCITY (knots)	DIRECTION (degrees)
0			25,000		
1,000			30,000		
2,000			35,000	30	225
3,000			40,000		
4,000			45,000		
5,000			50,000		
6,000			55,000		
7,000			60,000		
8,000			65,000		
9,000			70,000		
10,000			75,000		
12,000			80,000		
14,000			85,000		
16,000			90,000		
18,000			95,000		
20,000			100,000		

5. WAS AN INVERSION LAYER NOTED? ☐ Yes ☐ No
(If yes, at what altitude? ________________)

6. WERE ANY THUNDERSTORMS NOTED IN AREA? ☐ Yes ☐ No
(If yes, at what quadrant? ________________)

7. CLOUD COVER:
_____ tenths at _____ feet. _____ tenths at VFR feet.
_____ tenths at _____ feet. _____ tenths at _____ feet.

8. VISIBILITY WAS CAVU MILES.

9. COMMENTS:

ATIC Test Form 333 (13 Aug 52)

24 Aug

OFFICIAL ATIC REPORT—EL PASO, TEXAS

An Air Force colonel flying a jet observed 2 objects in the vicinity of Hermanas, N. M. (31 deg 50 min N/108 deg 2 min W), Aug. 24, 1952. The objects appeared to be round in shape, silver in color and approximately 6' in diameter. He observed them to be approximately 2 miles from him between the hours 1000-1100 MST. There was no visible means of propulsion. One object seemed to change its shape to a long gray object while in a right turn. The second object also seemed to change shape when it accelerated very rapidly. The objects disappeared 3 minutes from when first observed. After approximately 7 minutes, the objects reappeared, at which time observer was over El Paso, Texas. One object seemed to climb straight up 2,000-3,000 feet and was joined by the other in close formation.

The ATIC checked all possibilities of known objects in air in the vicinities of the two sightings with negative results.

Conclusion: Unknown.

Flying Saucer Seen Hovering Near Ground Northeast of Frontenac, Radio Man Tells Police; Disappears In Sky

Pittsburg had its own flying saucer story today. It was reported by Bill Squyres, KOAM radio entertainer, who said he saw one of the mystery objects as he was coming into town to work early this morning.

The incident occurred, he said, on the Yale road about 200 yards north of highway US160 northeast of Frontenac. Squyres lives about a mile and a half north of the highway on the Yale road.

Squyres was driving along the road about dawn when he noticed the saucer hovering near the ground about 100 feet west of the road, he said. As Squyres stopped his car in wonderment at the vision, the saucer rose straight up to disappear in the sky. The backwash from the object whipped the grass and weeds on the ground, according to the report.

Later in the morning officers visited the scene but could find no area where grass was beaten down, but all traces of the saucer's backwash may have been erased by the "rain" during the morning, they decided.

Squyres described the saucer as being as long as Broadway is wide downtown and about two-thirds as

(Continued on Page Twelve)

Flying Saucer

(Continued from Page One)

wide as it was long. It had the shape of two platters placed together he said.

He said he noticed considerable activity aboard the saucer through windows. There was a blue light inside, changing from a dark to a lighter hue, Squyres said. The saucer was ringed with propellors according to the report. It was suspended in air five or 10 feet above the ground.

When questioned as to the distance the object was from the road, Squyres said he was "pretty excited" by the sight and as a result it was difficult to determine distances but that he judged the distance as being about 100 feet.

Upon arriving in Pittsburg, Squyres reported the incident to police. The report came in at 6:43 o'clock, records show.

The Weather

Aug. 25.

Precipitation for the 48 hours ending at noon today—Trace.

FORECAST.

KANSAS—Fair to partly cloudy Monday night and Tuesday with widely scattered showers or thundershowers; little change in temperature; low Monday night in 60s; high Tuesday 80s east to 90s west.

MISSOURI—Partly cloudy Monday night and Tuesday with scattered showers or thundershowers mostly in the north; little change in temperature.

OKLAHOMA — Generally fair Monday night and Tuesday except widely scattered afternoon and nighttime thundershowers mostly in Panhandle; little change in temperature; low Monday night near 70; high Tuesday near 90 east to 95-105 west.

TEMPERATURE RECORD.

Covering 49 Hours Up to 4 p. m. Today.

Saturday.	
4 p. m.	83
5 p. m.	83
6 p. m.	81
7 p. m.	78
8 p. m.	75
9 p. m.	74
10 p. m.	72
11 p. m.	71
12 Midnight	69
Sunday.	
1 a. m.	68
2 a. m.	67
3 a. m.	66
4 a. m.	65
5 a. m.	64
6 a. m.	66
7 a. m.	72
8 a. m.	76
9 a. m.	80
10 a. m.	83
11 a. m.	84
12 Noon	85
1 p. m.	86
2 p. m.	88
3 p. m.	87
4 p. m.	86
5 p. m.	85
6 p. m.	82
7 p. m.	78
8 p. m.	75
9 p. m.	73
10 p. m.	71
11 p. m.	68
12 Midnight	67
Monday.	
1 a. m.	66
2 a. m.	65
3 a. m.	65
4 a. m.	65
5 a. m.	65
6 a. m.	68
7 a. m.	70
8 a. m.	72
9 a. m.	78
10 a. m.	82
11 a. m.	84
12 Noon	86
1 p. m.	86
3 p. m.	86
3 p. m.	88
4 p. m.	87

Maximum 88; year ago 92.

Minimum 64; year ago 76.

Sunrise today 5:[illegible]; sunset 6:56.

[illegible]itt[illegible]rr, [illegible]

[illegible]y, [illegible]5, 195[illegible]

1.

[redacted] UNCLASSIFIED

9

TT 255

2 Dec 52

CSAF ITEM NBR 3 [redacted]

SECURITY INFORMATION

TO ATIAA-5 RUPPELT FR AFOIN-2A2 FOURNET

FOLG MSG NBR CINC 63025D DTD 26 NOV 52 FR
CINCARIB QUARRY HEIGHTS CZ QUOTED FOR YOUR INFO:

ACTION

"THIS COMMAND IN YELLOW ELERT 1825R-0052R,
25-26 NOV.

UNIDENTIFIED OBJECT OVERFLYING CANAL TRACKED BY RADAR INTERMITTENTLY. ALTITUDES 27000 TO 1000. FOUR US AIRCRAFT SCRAMBLED. NO CONTACT ESTABLISHED. TWO SEPARATE UNCONFIRMED VIS SIGHTINGS BY SEGVICE PERS OF UNIDENTIFIED AIRCRAFT 1850R. SIGHTING OF HIGH SPEED ELONGATED YELLOW GLOW AT LOW ALTITUDE BY AF MAJOR AT FRANCE FIELD ABOUT 2330R. RADAR CONTACTS APPEARED FIRM, CONSISTANT. WEATHER GENERALLY CLEAR. NO KNOWN CONNECTION BASIS SUBJECT WITH CAIRC CIRVIS 230500Z, 230510Z. CAIRC FURNISHED KNOWN AND DETAILED INFO TO DEPT AF."

THIS IN ADDITION TO MESSAGES 230500Z AND 230510Z NOV FR CG CAIRC ALBROOK AFB WHICH WERE RELAYED TO YOU BY D/O 23 NOV.

DOWNGRADED AT
DECLASSIFIED
DOD DIR 5200.10

END OF CSAF ITEM NBR 3 [redacted] UNCLASSIFIED

RD026 UNCLASSIFIED NR

✓1. Atia
2. Atiaa
3. O. files
4. ATI Reading File

NOV 27 01 54 1952

JLP 88

PP JEPHQ JEDWP JEDEN 333 1952 NOV 26 21:13 FILED

DE JLPC 34A

P 261530Z

FM COMGENCAIRC ALBROOK AFB CZ

TO JEPHQ/DIR INT HQ USAF WASH 25 DC

JEDWP/TECH INT CEN WRIGHT PATTERSON AFB OHIO

JEDEN/CG ADC ENT AFB COLO

INFO ZEN/CINCARIB QUARRY HTS CZ

CAIRC L1181 OIN PD ATTN ATIAA-2C FLYOBRPT 2 UNIDENTIFIED OBJECTS FLY IN CANAL ZONE AREA 25 Nov '52 252306 ZEBRA TO 260449 ZEBRA PD EST SPEED WAS 275 MAKING CONVENTIONAL MANEUVERS CMA 1000 TO 28000 FT ALT CMA NO SOUND PD SIGHTING MADE BY GUN LAYING RADAR PD WEA CLR VISIBILITY AT LEAST 20 MILES PD UNSUCCESSFUL INTCP ATTEMPTED BY 2 B-26 CMA 1 B-17 CMA AND 1-PBM PD NO KNOWN TRAF IN THE AREA PD

26/2140Z NOV JLPC

Wire and request Form 112.

1. Did A/c ~~[illegible]~~ see object?
2. ~~Any~~ Were there inversion layers? [illegible] or weather balloons aloft at time of sighting
3. Were A/c vectored to targets?
4. ~~[illegible]~~ Are the estimates of speed and alt computed from radar or are they visual estimates only ~~[illegible]~~ were any instrument readings taken?

Send a radar observer's question

M

DOWNGRADED AT 3 YEAR INTERVALS; DECLASSIFIED AFTER 12 YEARS DOD DIR 5200.10

UNCLASSIFIED

[redacted]ION
[redacted]

Panama

IR-70-52

UNCLASSIFIED

FLYOBRPT

Panama

Dir/Intelligence, Caribbean Air Command

2 December 1952 25-26 November 1952 B-6

J.J. ABELE, Capt. USAF Various

Two unidentified objects were flying in the Canal Zone area between 2306Z on 25 November and 0449Z 26 November. Estimated speed of objects was 275 knots, with conventional maneuvers, flying between 1000 and 28000 feet altitude. Sightings were made by gun laying radar. Weather was clear with visibility unlimited. Unsuccessful interception was attempted by two B-26s, one B-17 and one PBM.

APPROVED:

LAWRENCE P. STOVER
Major, USAF
Dir/Intelligence

3

Pseudo-adiabatic diagram
Georef charts
Grids

DOWNGRA[illegible] [illegible]TERVALS;
DECLASSI[illegible] 12 YEARS.
DOD [illegible].10

✓1. Air Tec Intelligence Center without inclosure of diagram
2. CINCARIB without inclosure of diagram
3. G-2 USARCARIB without inclosure of diagram

UNCLASSIFIED

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[redacted]

Air Tec Intelligence Center

[redacted]

UNCLASSIFIED

Dir/Intelligence, CAirC IR-70-52

2 7

Two unidentified objects were plotted on gun laying radar in the Canal Zone area during the period 2306Z 25 November 1952 - 0449Z 26 November 1952. Unlike many reports of this type these objects maneuvered in a conventional manner at an estimated speed of 275 knots between 1000 and 28000 feet altitude. During the entire period the weather was clear with visibility unlimited and unrestricted. Two pilots reported visibility of 50 miles at 2000 feet altitude. Interception was attempted by two B-26s, one B-17, and one PBM without success.

A transcript of the log at the Air Defense Control Center is as follows:

1230R-1900R 25 November 1952

Conditions Normal Until 2306Z. Started receiving plots on unidenfified object. Yellow alert at 2325Z

EUGENE D. BENCH
Captain, USAF
Controller on Duty

RADAR POSITION PLOTS RECEIVED FROM AACC

X Y
0417------2306Z
LK 0418 ---2307Z
LK 0517 ---2308Z
LK 0417 ---2308Z
LK 0317 ---2309Z
LK 031 - - 2311Z
LK 0315 - - 2311Z
LK 0522 - - 2312Z
LK 0523 - - 2314Z
LK 0224 - - 2314
LK 0120 - - 2315Z
LK 0219 - - 2316Z A-17
Plots on B17 off B1B,
LK 1707 - - 2327Z
LK 1607 - - 2327Z
LK 1606 - - 232[illegible]Z
LK 1609 - - 232[illegible]
LK 1709 - - 23[illegible]Z
LK 1406 - -2329Z
LK 1906 - - 2329Z
LK 2112 - - 2330Z
LK 1913 - - 2331Z
LK 1713 - - 2332Z
LK 1612 - - 2332Z
LK 1512 - - 2332Z
LK 1511 - - 2333Z
LK 1510 - - 2333Z A-8
LK 1305 - - 2334Z
LK 1205 - - 2334Z
LK 1103 - - 2334Z A-10
Off target at 2334Z
On target at 0038Z
KK 5310 - - 0038Z
KK 5912 - - 0039Z

LK 0823---0052Z
LK 0924--- 53Z
LK 0824---0053Z
LK 0713---0053Z
LK 0818 ---0054Z
LK 0617---0055Z
LK 0213---0055Z A--8
LK 414---0056Z
LK 519---0059Z A-1
LK 0819---0101Z
LK 0821---0101Z
LK 1124---0102Z A-9
LK 1024 ---0106Z A-10
LK 0925 --- 1[illegible]7Z
LK 0824 ---0107Z
LK 0719 ---01[illegible]8Z
LK 0718 --- 108Z
LK 0515 ---0109
LK 0815 ---0109Z A-9
LK 0910 ---0109Z
LK 0909 ---0110Z
LK 1302 ---0111Z A-25
LK 1301 ---0112Z } A-27
LJ 1554 ---0114Z }
LJ 1654 ---0115Z
LJ 1753 ---0115Z
LJ 1752 --- 1152Z
Off target at 0115Z
All Plots from this Point Until 0200Z Were estimated to be on the B-26
LJ 1452 - - 0200Z
LJ 1451 - - 0201Z A - 5
LJ 1468 - - 0201Z

DOWNGRADED AT 3 YEAR INTERVALS; DECLASSIFIED AFTER 12 YEARS. DOD DIR 5200.10

UNCLASSIFIED

[redacted]

[redacted]

UNCLASSIFIED

```
KK  5112      0039Z
KK  5214      0039Z
KK  5315      0040Z
KK  5515      0040Z
KK  5718      0042Z
KK  5819      0043Z
KK  5918      0044Z
KK  5919      0044Z
KK  5921 - -  0045Z
Off target at 0045Z
On target at 0047Z B-17
LK 0325       0047Z
LK 0525       0047Z
LK 0223       0048Z } 960 MPH
LK 1210       0049Z }
Plots on Navy PBM
HQ LK 0930    0051Z
LK 0328       0052Z
LK 0501       0240Z } 720 mph
LK 1507       0241Z }
LK 1404       0241Z
LK 1305       0241Z
LK 1507       0242Z
LK 1208       0242Z A-13
LK 1109       0243Z
LK 0718       0244Z
LK 0622       0245Z
LK 0624       0245Z
LK 0232       0247Z
LK 0343       0248Z
LK 0535       0248Z
LK 0639       0249Z
LK 0742       0249Z
LK 0844       0250Z
Off target at 0250Z
 On target at 0300Z
LK 0913       0300Z
LK 1112       0301Z
LK 1106       0301Z A-8
LK 1403       0302Z
LK 1503       0302Z
LK 1602       0302Z
LK 1601       0303Z
Off target at 0303Z
On target at 0312Z
LJ 1845       0312Z
LJ 1745       0313Z
LJ 1645       0313Z
LJ 1647       0313Z
LJ 1744       0314Z
LJ 1654       0316Z
LJ 1452       0317Z
LLJ 1252      0317Z
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LJ 1546 - -   0202Z A7
LK 1604 -     0202Z A8
LK 1902       0204Z
LK 2001       0204Z
Off target at 0212Z
On target at 0227Z
LK 1252       0227Z
LK 1454       0228Z A-12
LK 1402       228Z
LK 1403       0229Z A-10
LK 1603       0029Z A-12
LK 1805       0230Z
LK 2157       0230Z
LK 1905       0230Z
LK 1906       0231Z } this [illegible]
LK 2257       0231Z } 2400 mph [illegible]
LK 2758       0232Z
LK Off target at 0235Z (On target 0240Z)
LK 1223       0402Z
LKLK 1123     0402Z
LK 0923       0402Z
LK 0621       0403Z
LK 0619       0403Z
LK 0618       0204Z
LK 0818       0404Z
LK 0918       0404Z
LK 1110       0404Z
LK 0922       0405Z
LK 1322       0405Z
LK 1419       0406Z
LK 1518       0406Z
LK 1421       0406Z
LK Off target at 0408Z
LK On target at 0421Z
LK 0618       0421Z
LK 0921       0422Z
LK 0928       0422Z
LK 0719       0422Z
LK 0723       0422Z
LK 0722       0423Z
XXXXXXX       0423Z Off target
              0425Z On target
LK 1721       0425Z
LK 1123       0425Z
LK 0822       0426Z
LK 0919       0426Z
LK 1121       0427Z
LK 0921       0428Z
LK 0421       0428Z
LK 0522       0429Z
LK 0421       0430Z
LK 0721       0430Z
LK 0923       0432Z
```

DOWNGRA
DECLASSIFI
DOD DIR 5200.10

UNCLASSIFIED

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UNCLASSIFIED

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Off target at 0317Z                      LK 0423    0432Z
On target at 0322Z                       LK 0820    0432Z
LK 0519 - -  0322Z                       LK 0624    0434Z
LK 0521 - -  0323Z                       LK 0820    0434Z
LK 0221  -   0323Z                       LK 1120    0436Z
LK 0120      0324Z                       LK 0921    0436Z
LK 0209      0325Z                       LK 0918    0436Z
LK 0319      0326Z                       LK 0917    0436Z
LK 0919      0326Z                       LK 0914    0440Z
LK 1221      0327Z A-2                   LK 1111    0442Z
At this point believe to have lost       LK 1110    0442Z
positive plots on unidentified           LK 1109    0442Z
object because they are changing         LK 1107    0442Z
from LK to LJ.  So I am not entering     LK 1106    0443Z
them in the log.                         LK 1104    0443Z
LK 0821      0400Z                       LK 1202    0444Z
LK 0722      0401Z                       LK 1301    0444Z
LK 0921      0401Z                       LK 1500    0444Z
LK 1121      0401Z
LK 1501      0447Z
LK 1605      0447Z
LK 1300      0448Z
Off target at 0449Z
```

Radar plots from 0450Z to 0545Z were known to be on AF2656 returning to BLB.

Another transcript of the log at the Air Defense Control Center is as follows:

1900R-25 Nov. to 0700R on 26 Nov 25 & 26 November 1952

Continued plotting. No positive identification of object. Last plot of unknown object at 0441Z. Changed condition yellow to condition white-guns tight as of 0552Z.

KENNETH W. DILLON
1st Lt. USAF
Controller on Duty

Captain Eugene D. BENCH, who was on duty at the Air Defense Control Center during the entire period, was interrogated on 26 November 1952. Captain BENCH reported the following:

1800R - AAOC was asked to turn on radar earlier than normal to track a light aircraft on a direct flight from Marcus Gelabert Airport to Colon Airport. The plane's course would be through the restricted area.

1806R - Plot was received from AAOC on a target which was considerably off the proposed course of the light aircraft. Flight plans were re-checked and it was determined that no aircraft was scheduled or authorized to be in that area. AAOC was asked if the target could be weather. AAOC replied [illegible] fast to be a storm.

DOWNGRADED AT 3 YEAR INTERVALS; DECLASSIFIED AFTER 12 YEARS. DOD DIR 5200.10

[redacted]

UNCLASSIFIED

[redacted]

UNCLASSIFIED

1815R - Tocumen Airport, Marcus Gelabert Airport and Ft. Kobbe were contacted for information on any flight which might not have been previously reported. All three replied that all flight plans had been submitted.

1820R - Coco Solo Tower was contacted and they reported the light aircraft was in sight on the Colon Airport.

1825R - Yellow Alert was called

1830R - A B-17 taking off at Albrook Air Force Base was requested to proceed to the last target position to investigate the unidentified object.

1850R - AACC reported that AAA had made two visual sightings. Unable to verify.

1900R - Targets continued to be plotted and B-17 and two B-26's were vectored to positions where targets had been plotted. No visual sightings were made from the air.

2349??

1149R - Last unidentified object was plotted.

0054 - Yellow Alert terminated.

Major James J. GABLE, A0563061, Commanding Officer of the 5700 Standby Flight with duty at France AFB reported the following:

At approximately 2330R Major Gable received a phone call from Coco Solo advising him that the unidentified objects were in the France AFB area. Major Gable walked outside his home and almost immediately sighted a light moving across his line of vision from East to West. The light was yellow in color, giving a soft glow like a fog light or a candle. The shape was rather vague but was definitely elongated and generally the shape and size of an aircraft fuselage. Altitude was estimated at 3000 feet. The light disappeared in the West in about three (3) seconds time. Major Gable stated that he was quite sure the light could not have been a reflection from a beacon or any similar light since he remained in the same position for some time trying to fix in his mind exactly what he had seen. No noise from the light was noted. There were scattered clouds at the time with visibility unlimited.

Weather recorded at the Detachment 11, 9th Weather Group station at Albrook AFB for the period is as follows:

[redacted]

UNCLASSIFIED

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DOWNG[illegible] DECLASS[illegible] DOD [illegible] INTERVALS; [illegible] YEARS.

UNCLASSIFIED

[redacted]

[redacted]

Time entries on this form are
75 convert to G.C.T. add 5 hours

SURFACE WEATHER OBSERVATIONS

TYPE	TIME (LST)	CEILING (hundreds of feet) AND SKY	VISIBILITY (miles)	SEA LEVEL PRESS (mbs)	TEMP (F)	DEW PT (F)	WIND DIRECTION	WIND SPEED (KNOTS)	ALTIMETER (ins)	REMARKS AND SUPPLEMENTAL CODED DATA
R	1725	25⊘250 ⊘	12	061	81	74	↘	10	970	SDG/352///00/10 99910 3/040///5/
R	1825	25⊘	12	064	82	74	↘	4	971	HLYR ALF
R	1927	○	12	081	80	73	↘	7	976	H ALF FEW CU /420 1007 91
R	2026	○	12	085	78	74	↘	5	977	H ALF/3/930 0/970///2/
R	2125	○	12	091	78	74	↘	6	979	
R	2227	○	12	091	77	74	↘	8	979	11Z
R	2325	○	12	091	76	74	↘	5	979	RADAT 0292 152/3/980///4/
										26 November 1952
R	0026	○	12	091	76	74	→↘	6	979	SDOK
R	0125	○	12	081	76	74	↘	4	976	LTNG INCBS/310 3009 91
R	0223	○	12	081	75	73	↘	3	976	LTNGINCBS /3/950 ///5/ ///2/

INTER 259/8

AC FORM 444
1 Jun 51

UNCLASSIFIED

[redacted]

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.

[redacted]

UNCLASSIFIED

The pseudo-adiabatic diagram plotted by the Weather Detachment at 2200R 25 November 1952 indicates an isothermal subsidence inversion between 5800 and 7600 feet. There was also a subsidence nearly isothermal inversion between 10,000 and 16,000 feet.

COMMENT of the Preparing Officer:

It is believed that due to radar units being slightly off calibration and due to delay in communications interceptors did chase their own tail or were sent to intercept themselves.

It is also believed that the majority of the radar plots were legitimate unidentified objects.

The preparing officer knowns of no object which flies at 275 knots per hour, could remain in the Canal Zone area for nearly six hours, maneuver from 1000 through 28000 feet altitude, make no sound, and evade interception.

The inclosed Georef charts and grids should aid in plotting positions.

JOHN J. ABELE
Captain, USAF
Asst. Dir/Intelligence

DOWNGRA[illegible] [illegible]VALS;
DECLASS[illegible] YEARS.
DOD D[illegible] 5200.10

UNCLASSIFIED

[redacted]

[redacted]

UNCLASSIFIED

PANAMA IR-72-52

FLYOBRPT

Panama Dir/Intelligence, CAirC

16 December 1952 25-26 November 1952 F-1

J.J. ABELE, Capt. USAF Sgt. Walters, U.S. Army

IR-70-52

IR-70-52 stated that two visual sightings were made in the Panama area at about 1850R 25 November 1952. At the time of this report verification could not be obtained.

Source, member of an Army anti-aircraft unit, was contacted on 3 December 1952. Source did see two objects at approximately 1850R 25 November 1952, however from the description, direction and altitude reporting officer determined that he saw the B-17 and the PBM which were attempting to intercept the unidentified object.

COMMENT of the Preparing Officer:

It was obvious that source had been well trained in observation. He knew what he saw, estimated directions, estimated altitudes, estimated size as well as exact time of sighting.

Copy to ATIC

JOHN J. ABELE
Captain, USAF
Asst. Dir. of Intelligence

APPROVED:

LAWRENCE P. STOVER
Major, USAF
Director of Intelligence

CINCARIB
G-2 USARCARIB
ATIC

55 DEC 1825 13 00

[redacted] N

UNCLASSIFIED

Reg No. 2679

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

T52-20411

RAID NO ______________

NO AIRCRAFT __________

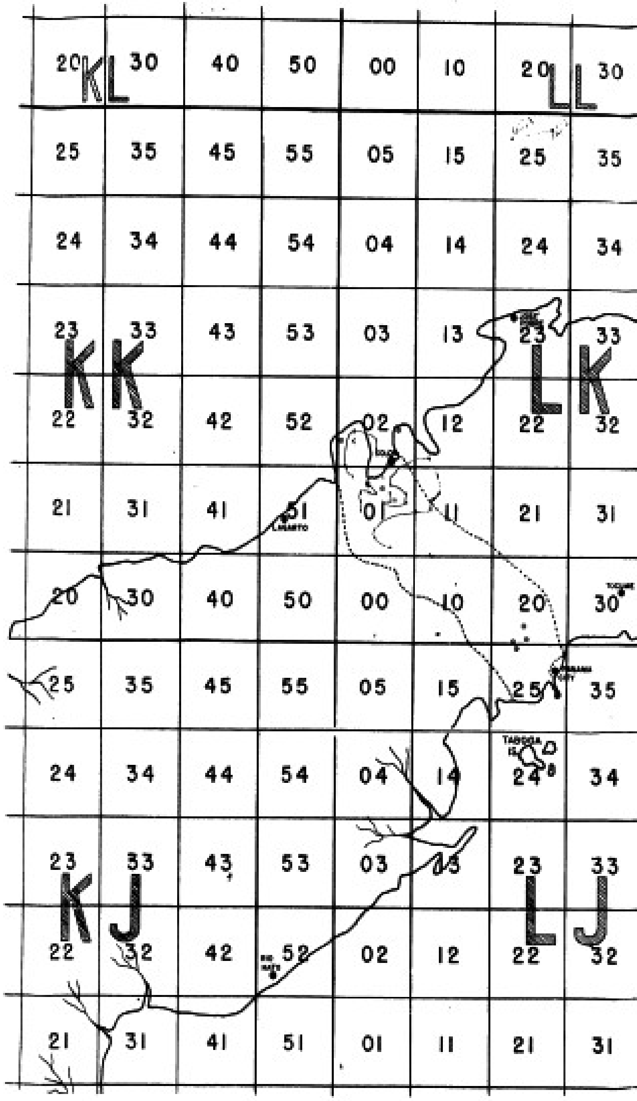
TYPE AIRCRAFT ________

ALTITUDE _____________

TIME ON TARGET _______

TIME OFFTARGET _______

SPEED OF PLANE _______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25 35 45 55 05 15 25 35
24 34 44 54 04 14 24 34
23 33 43 53 03 13 23 33
22 32 42 52 02 12 22 32
21 31 41 51 01 11 21 31
20 30 40 50 00 10 20 30
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23 33 43 53 03 13 23 33
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21 31 41 51 01 11 21 31
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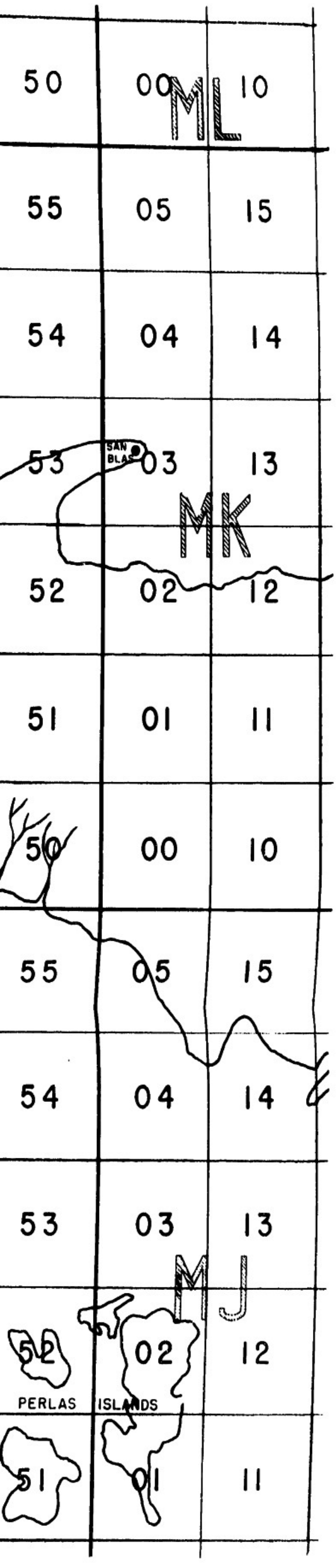
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11

NO CASE (INFORMATION ONLY)
Source (NICAP)
Witness Baller.

SEE: NICAP "Evidence" pg 69

20 Feb 1952
Greenfield, Mass

Rev.Baller himself reported in **February, 1952** observing three bright silver discs or spheres in exact V-formation, which moved slowly to the zenith, hovered for a moment, changed formations and then dashed away at breathtaking speed. The objects were large-about half the diameter of the sun, and were seen at 3 P.M. in the afternoon against a deep blue sky. The objects appearance and behavior left him in an emotion of shock, at that time.

DATE 9 FEB 67

PROJ. NR. 6010812

REPRODUCTION REQUEST W.O. NR. 932

REQUESTED BY Sgt Jones

SYMBOL TDET/UFO

PHONE 70916

THIS SIDE FOR TDDGR USE ONLY

REPRO ☐ PHOTO ☐

TITLE OR DESCRIPTION OF MATERIAL SUBMITTED

UFO CASE FILES

TYPE OF MATERIAL	NUMBER	COPIES REQD	SIZE
TEXT PAGES	207	1	8X10½
ILLUSTRATIONS			
REELS OF FILM			

CLASSIFICATION [✓ U] C S TS

REPRODUCTION OF CLASSIFIED MATERIAL AUTHORIZED BY (SIGNATURE AND TITLE):

PROCESSING INSTRUCTIONS:

20 Feb 67
WB

SPECIAL INSTRUCTIONS

STAPLE ORIG[redacted] AS RECEIVED. DO NOT MIX CASES UP. STAPLE XEROX COPIES ALL TOGETHER.

ACCOMPLISHED BY	DATE COMP

COMPLETED WORK RECEIVED BY

DATE RECD

COPY 1 REMAINS WITH JOB UNTIL COMPLETED.
REQUESTOR - SIGN AND RETURN TO TDDGR WHEN RECEIVED WITH COMPLETED WORK

FTD FORM JAN 64 499B

REPRODUCTION REQUEST W.O. NR. 952

DATE 9 FEB 67

PROJ. NR. 6010212

REQUESTED BY Sgt Jones

SYMBOL TDET/UFO

PHONE 70916

TITLE OR DESCRIPTION OF MATERIAL SUBMITTED

UFO CASE FILES

TYPE OF MATERIAL	NUMBER	COPIES REQD	SIZE
TEXT PAGES	207	1	8 X 10½
ILLUSTRATIONS			
REELS OF FILM			

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COMPLETED WORK RECEIVED BY

DATE RECD

THIS SIDE FOR TDDGR USE ONLY

REPRO ☐ PHOTO ☐

PROCESSING INSTRUCTIONS:

20 Feb 67
WB

ACCOMPLISHED BY	DATE COMP

COPY 1 REMAINS WITH JOB UNTIL COMPLETED.
REQUESTOR - SIGN AND RETURN TO TDDGR WHEN RECEIVED WITH COMPLETED WORK

FTD FORM JAN 64 499B

PROJECT 10073 RECORD

1. DATE - TIME GROUP 19 August 65 20/0020Z	**2. LOCATION** Cherry Creek, New York
3. SOURCE Civilian	**10. CONCLUSION** UNIDENTIFIED Object description and details of the sighting not consistant with usual phenomena.
4. NUMBER OF OBJECTS One	
5. LENGTH OF OBSERVATION 4 - 5 Minutes (?)	**11. BRIEF SUMMARY AND ANALYSIS** Silver object fifty ft long 20 ft thick. Saucer shaped like 2 plates back to back. Moved in and out of clouds. Sighting at dusk. Several 15-16 yr old youths made sighting. Sequence of events dubious. SEE CASE FILE.
6. TYPE OF OBSERVATION Ground-Visual	
7. COURSE Up and Down & Stationary	
8. PHOTOS ☐ Yes ☒ No	
9. PHYSICAL EVIDENCE ☐ Yes ☒ No	

FTD FORM SEP 63 0-329 (TDE) Previous editions of this form may be used.

Landing Probed by NICAP, AF

A curious landing report, in New York state on Aug. 19, has been thoroughly checked by NICAP, state police ~~and a five-man AF~~ team. This sighting, which occurred on the William Butcher dairy farm near Cherry Creek, N.Y., involved three members of the Butcher family and a fourth witness. Here is their report:

At 8:20 p.m., Harold Butcher, 16, was operating a milking machine in a dairy barn housing 17 cows. A portable radio on the wall was turned to a newscast, when a sudden static-like interference drowned it out. Then the tractor which ran the milking machine abruptly stopped. A moment later, a Holstein bull secured outside began to bellow and pull at a steel bar to which it was chained.

Young Butcher ran to a window and saw a large elliptical object nearing the ground, a fourth of a mile away. A reddish vapor could be seen underneath, and he heard a steady beep-beep sound. The UFO was on the ground only a few seconds, then it shot straight up, disappearing in low clouds.

When the other witnesses came out, after Harold Butcher phoned the house, they noted a strange odor, also a greenish glow in the clouds where the UFO had vanished. Meantime, it was found that the bull had bent the steel bar in his efforts to get loose.

Half an hour later, when the strange craft reappeared, circling the area, Mrs. Butcher called State police. Two troopers investigated, notified the AF. Next day, Capt. James Dorsey, Operations Officer, 4621st AF Group, arrived with four AF technicians. When they examined the ground, an odd purplish liquid substance was discovered at several places. Small unexplained marks, two inches wide and two inches apart, also were found, along with patches of singed grass and foliage.

After the AF team left, NICAP member Jeffrey Gow obtained samples of the purplish substance and singed foliage, and samples were studied by the Kawecki Chemical Co., whose president is a NICAP adviser. Spectrographic analysis showed the main elements of the liquid to be aluminum, iron and silicon. Some phosphorous was found in the weed samples, which the analyst said might cause a phosphine smell, explaining the odd odor.

On the night following the Cherry Creek incident, State Trooper Richard Ward, a few miles from this area, watched an object with eight circular lights in line flying twice as fast a a jet. It emitted a faint, unfamiliar purring sound.

Dr. Fred C. Fair and John Maxwell, of NICAP New York Subcommittee No. 2, carefully checked the Cherry Creek site and questioned the witnesses. On the basis of present evidence, they believe the report is genuine. Dr. Fair has confirmed that two state troopers who investigated also seem to be convinced.

20/1320Z - Niagara AFS, N.Y. 20Aug65

Capt Dorsey, Niagra AFS, phone autovan 231-3860; commercial area code 716- 297-4100 ext 351.

He received UFO report from State Police, Chautauqua County Police Barracks, Fredonia, New York. Object sighted near Cherry Creek, New York. Object initial seen 2020 EDT, 19Aug65 (few minutes after sunset). Saucer shaped object, looked like two dinner plates held face to face silver, very shiny, 50 ft long, 20 ft thick. Landed in farm field about 400 feet from barn. (At least it appeared to land). First observer Harold Butcher, 15 years old, Aldrich Hill Road, Cherry Creek, New York. Had a radio on in the barn and had unsual interference, went outside, beep-beep on radio. When he went outside the object rapidly ascended into the clouds, clouds turned green (color of tree leaves) emitted red streak, had unusual oder, like a city. 4-5 minutes later object desceneded down, slowly ascended into clouds, clouds turned green like trees, it was still light outside. This observation a Kathleen Gay Broughm of 56 Grant St, Jamestown, New York, 16 years old. At 2100 object descended (this was about 1 ½ hr later from first observation) 1000 ft away from barn, ascended back into clouds, went to the South-southwest direction, emitting yellow streak, descended and ascended several times. Last time the observation was also made by William Lansing Butcher, Jr 17 years and Robert Allen Butcher 14 years old (brothers) no adults. Parents were in house. William Lansing described smell as white gas burning. Parents confirmed that the dog was barking, the cattle gave 2½ cans of milk ordinarily and last night they only gave 1 can, they had a bull inthe field and he was upset. The State Polices impression was that it could be a hoax but he did not feel that it was a hoax as the people were rural people. State Patrolman E J Haas was the interviewer. Couldn't see any marks on the ground it was dark when he got there, low clouds in Niagra area, 1,800 - 2,000 broken overcast. There was a woods behind the object. Thought the kids were stunned by observation. They will send a TWX.

No adults seen. Smell like
white gas burning
upset dog —
Cattle gave only 1 can of milk
instead of 2½. Bull initially upset.

Police regard not as hoax. Strongest
[illegible] [illegible] E.J. HASS, Could be hoax
[illegible]
Nothing on ground.

Low clouds in Niagara area 1,800--2,000. Broken
over cast.

231-3860

Base [illegible] 716-247-4100

Niagara AFB 351

Capt Dorsey OPS Officer.

113 [illegible] ↔

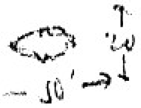
[illegible] people

N.Y. State Police Chautauqua County Bks.
Fredonia N.Y.

Sighted near Cherry Creek

Saturday [illegible] 2020.

400' from Barn. thing saucer shaped



Saucer

Descended in field

William Lansing Butcher

Harold Alfred Butcher 13 yrs old

Aldrich Hill Rd. Cherry Creek N.Y.

Bcap Unusual interference on Radio

was outside [illegible]

Obj. went into clouds & clouds turned green. Obj emitted red streak

immediately

Had unusual odor. "city"

4-5 min later 2d

4-5 min later came down again then went up again same [illegible]

Clouds green like leaves on trees

2 obser. Cathleen Ann Brougham 16 yrs old.
56 Grant St. Jamestown, N.Y.

2100 [illegible] [illegible] 1000 ft from [illegible]

ascended to 35W short distance, yellow streak, also 2 [illegible]

William Butcher [illegible] before [illegible]

CHERRY CREEK, NEW YORK

19 AUGUST 1965

The witness was working in a barn when he noticed unusual AM radio interference plus a beeping sound. When he went outside he saw an object which he described as being saucer shaped like two plates lip to lip. The object was described as 50 feet long and 20 feet thick, its color was shiny silver with red glowing streamers projecting downward from the entire perimeter plus a trail of red to yellow color. The object was reported to have appeared to land near the farm and when the observer sighted it, the object rapidly ascended into the clouds. The clouds then turned green (color of tree leaves) and an odor like burning gasoline from the object was also noted.

Four to five minutes later the object reappeared descending slowly from the clouds over a wooded area and then rose again into the clouds emitting a dim red trail. The clouds again turned green near the object. The object reappeared at 2100 hours, descending toward the surface. It then rose to a height below the clouds and moved away SSW, while emitting yellow trail.

The object was reported to have caused reduction in the milk from the farmer's cow from 2½ cans to 1 can, disturbed a bull in the field, and caused a dog to bark.

COMMENTS

The State Police patrolman who interviewed the witnesses said it was his impression that the sighting could be a hoax, but he did not feel that it was, as the people were rural people. Also, the investigating officer and three technicians were convinced that the sighting was not a hoax or fabrication. One technician remained unconvinced.

No physical evidence of a vehicle or landing was found except an oily substance which was found to be a combination Vio strigent or Gentian Violet plus 3-in-one oil, which is not believed to be connected with this sighting.

Although the sequence of events are dubious, the sighting is carried as unidentified by the Air Force since there is no definite concrete explanation.

UNCLASSIFIED

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE BRANCH
INCOMING MESSAGE

AF IN: 16105 (23 Aug 65) J/rff Page 1of 2

ACTION: NIN-7

INFO : SAF-OS-3, XOP-1, XOPX-8, DIA-1 (21)

SMB C089 QA375ZCTJA133

PP RUEAHQ

DE RUCIEKA7233 2351824N

ZNR UUUUU

P 231800Z

FM 4621ABGP NIAGARA FALLS MUNI APRT NY

TO RUWMFVA/ADC ENT AFB COLO

RUCIFHA/26ADIV STEWART AFB NY

RUCIFDA/AFSC FOREIGHN TECH DIV W PATT AFB OHIO

RUEAHQ/USAF AFCIN WASH 25 DC

RUEAHQ/SEC AF SAFOI WASH 25 DC

BT

UNCLAS/CIO 03013 AUGUST 65

UFO FOLLOW-UP REPORT, REFERENCE MESSAGE NUMBER CIO 03012

1. THE OBSERVERS HAROLD BUTCHER AND CATHLEEN BROUGHAM PLUS THEIR PARENTS WERE QUESTIONED AND REQUESTIONED REGARDING THE SIGHTING BY THE INVESTIGATING OFFICER PLUS FOUR A AND E TECHNICIANS. NEIGHBORS OF THE YOUTHS WERE QUESTIONED REGARDING THEIR CHARACTER AND RELIABILITY.

2. THE INVESTIGATIN OFFICER AND THREE TECHNICIANS WERE

UNCLASSIFIED

UNCLASSIFIED

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE BRANCH
INCOMING MESSAGE

AF IN: 16105 (23 Aug 65) Page 2of2

CONVINCED THAT THE SIGHTING WAS NOT A HOAX OR FABRICATION. ONE TECHNICIAN REMAINED UNCONVICNCED.

PAGE 2 RUCIEKA7233 UNCLAS

3. THE OBSERVERS MAINTAINED THEIR STORY EXACTLY AS REPORTED IN THE INITIAL REPORT UNDER POLITE BUT VIGOROUS CROSSQUESTIONING. HAROLE BUTCHER MADE A ROUGH DRAWING OF THE UFO WHICH IS ON FILE AT NIAGARA AIR BASE. HE INDICATED A DISK 50' DIAMETER, 20' THICK WITH RED GLOWING STREAMERS PROJECTING DOWNWARD FROM THE ENTIRE PERIMETER PLUS A TRAIL OF RED TO YELLOW COLOR.

4. NO PHYSICAL EVIDENCE OF A VEHICLE OR LANDING WAS FOUND EXCEPT AN OILY PURPLE SUBSTANCE WHICH APPEARS TO BE A COMBINATION OF VIO STRIGENT OR GENTIAN VIOLET PLUS 3-IN-ONE OIL, WHICH IS NOT BELIEVED CONNECTED WITH THE SIGHTING.

BT

NNN

NOTE: Reference not identified in SMB.

N

UNCLASSIFIED

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE BRANCH
INCOMING MESSAGE

AF IN : 13561 (21 Aug 65) J/rph

ACTION: NIN-7

INFO : XOP-1, XOPX-8, SAF-OS-3, DIA-1 (21)　　　Pg 1 of 5

SMB H025PIIU JAW RUCIEKA7169 2321935-UUUU--　　　RUEBHQA.

ZNR UUUUU

P 201920Z

FM 4621ABGP NIAGARA FALLS MUNI APRT NY

TO RUWMFVA/ADC ENT AFB COLO

RUCIFHA/26 ADIV STEWART AFB NY

RUCIFGA/AFSC FOREIGHN TECH DIV W-PATT AFB OHIO

RUEBHQA/USAF (AFCIN) WASH 25 DC

RUEBHQA/SEC AF SAFOI WASH 25 DC

BT

UNCLAS/CIO 03012 AUGUST 65.

UFO REPORT

A. DESCRIPTION

(1) SAUCER SHAPED AS TWO PLATES LIP TO LIP

(2) EAI 50' LONG, 20' THICK

(3) SHINY SILVER

(4) ONE

(5) N/A

(6) UNK

(7) DIM RE/YELLOW STREAK (TRAIL)

PAGE 2 RUCIEKA7169 UNCLAS

(8) CAUSED UNUSUAL INTERFERENCE ON AM RADIO PLUS A "BEEP BEEP."

(9) WITNESSES REPORTED ODOR LIKE BURNING GASOLINE FROM OBJECT.

B. DESCRIPTION OF COURSE OF OBJECT

(1) WITNESS WORKING IN BARN, NOTICED UNUSUAL AM RADIO INTERFERENCE PLUS BEEPING.

(2) NEAR GROUND APPREX 400 FEET AWAY APPROX 0020Z 20 AUGUST 65.

(3) DIRAPPEARED VERTICALLY INTO CLOUDS AFTER OBSERVER STEPPED OUTSIDE. CLOUDS TURNED GREEN COLOR IN IMMEDIATE VICINITY OF OBJECT.

(4) 4 TO 5 MINUTES LATER OBJECT REAPPEARED DESCENDING SLOWLY FROM CLOUDS OVER WOODED AREA THEN ROSE AGAIN INTO CLOUDS EMITTING DIMM RED TRAIL. CLOUDS AGAIN GREEN NEAR OBJECT. REAPPEARED AT 0100Z 20 AUG DESCENDING TO SURFACE. ROSE TO HEIGHT BELOW CLOUDS(NO GREEN HALO) AND MOVED AWAY SSW. EMITTED YELLOW TRAIL.

(5) AT FIRST, RADIO, VERTICAL ASCENT INTO CLOUDS. LAST

AF IN : 13561 (21 Aug 65)

SEEN MOVING SLOWLY AWAY TO SSW ASCENDING AND DESCENDING.

PAGE 3 RUCIEKA7169 UNCLAS

(6) NET DETERMINED

C. MANNER OF OBS

(1) GROUND-VISUAL, ALSO MOMENTARY FPS-6 TGT (GND ELEC) SIGHTED NEAR UPPER LIMIT BETWEEN 0000-0030 Z 20 AGU BY 763 RADRON LOCKPORT AFS N.Y. SGT. G. A. REGGIE.

(2) N/A

(3) N/A

D. TIME AND DATE

(1) 0020Z,20 AUG 65 FIRST SIGHTING

(2) DUSK

E. CHERRY CREEK, N.Y. EXTREME WESTERN NY STATE

F. INFO ON OBSERVERS

(1) HAROLD ALFRED BUTCHER, 15, ALDRICH HILL READ CHERRY CREEK, N.Y. STUDENT, UNKNOWN, CATHLEEN GAY BROUGHAM, 16, 56 GRANT ST, JAMESTOWN NY. STUDENT, UNKNOWN WILLIAM L. BUTCHER JR. 17. CHERRY CREEK, STUDENT, UNKNOWN. ROBERT ALLEN BUTCHER, 14 SAME. RELIABILITY OF OBSERVERS NOT ESTABLISHED BUT STATE TROOPER E. J. HAAS, CHAUTAUQUA BARRACKS, FREDONIA NY

AF IN :13561 (21 Aug 65)

WHO TOOK REPORT AND INTERVIEWD WITNESSES SAID HE DOUBTS SIGHTING WAS A HOAX OR STORY. HE SAID FURTHER WITNESSES ARE RURAL

PAGE 4 RUCIEKA7169 UNCLAS

FOLK OF GOOD REPUTE.

G. WEATHER AND WINDS. ALOFT CONDITIONS AT TIME AND PLACE OF SIGHTINGS:

(1) CLOUDY

(2) 320/5 SFC, 250/20 14,000', 270/40 20M, 240/50 30M, 240/50 35M, 260/60 40M, 260/40 50M.

(3) BUF 2400Z M31 OVERCAST 7 FUNNEL CLD SW MOVE. BUF 0100Z E 30 OVERCAST 7 FUNNEL CLD ENDED 10 MOV E.

(4) 7 MI PLUS IN AREA

(5) BROKEN

(6) CB TOPS 15 TO 18,000' REPORTED 2300Z N AND S OF BUF

(7) NOT OBTAINED

H. NONE

I. N/A

J. NONE

K. OPERATIONS OFFICER, NIAGARA FALLS MAP NY. PRELIMINARY ANALYSIS REVEALS OBJECT NOT EXPLAINABLE IN CONVENTIONAL TERM, OBJECT CAUSED REDUCTION IN FARM COWS MIL FROM 2 1/2 CARNS TO 1 CAN. DISTURBED BULL IN FIELD. CAUSED DOG TO BARK. FOLLOW UP REPORT ASAP

PAGE 5 RUCIEKA7169 UNCLAS

L. UNDETERMINED.

BI

NNNN

UNCLASSIFIED

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE BRANCH
INCOMING MESSAGE

AF IN: 16105 (23 Aug 65) J/rff Page 1of 2

ACTION: NIN-7

INFO : SAF-OS-3, XOP-1, XOPX-8, DIA-1 (21)

SMB C089 QA375ZCTJA133

PP RUEAHQ

DE RUCIEKA7233 2351824N

ZNR UUUUU

P 231800Z

FM 4621ABGP NIAGARA FALLS MUNI APRT NY

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RUEAHQ/USAF AFCIN WASH 25 DC

RUEAHQ/SEC AF SAFOI WASH 25 DC

BT

UNCLAS/CIO 03013 AUGUST 65

UFO FOLLOW-UP REPORT, REFERENCE MESSAGE NUMBER CIO 03012

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2. THE INVESTIGATIN OFFICER AND THREE TECHNICIANS WERE

CONVINCED THAT THE SIGHTING WAS NOT A HOAX OR FABRICATION. ONE TECHNICIAN REMAINED UNCONVICNCED.

PAGE 2 RUCIEKA7233 UNCLAS

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BT

NNN

NOTE: Reference not identified in SMB.

N

Aug - Sept - 1965

ADM. HILLENKOETTER DENIES MENZEL CLAIM

In a recent Chicago broadcast, Harvard astronomer Donald H. Menzel -- an often violent attacker of UFO witnesses and believers -- made the following claim in regard to Vice. Adm. R. H. Hillenkoetter, former NICAP Board Member:

"Adm. Hillenkoetter has read my book [The World of Flying Saucers] and has told me he fully accepts all my explanations." (Dr. Menzel rejects all positive evidence, insists UFOs are only natural phenomena, errors in identifying planes, meteors, etc.)

Dr. Menzel's statement apparently was an attempt to discredit NICAP, after an Affiliate member quoted Hillenkoetter as holding a contrary view.

The first time Menzel made this claim, as far as we know, was on Boston station WEEI, late in 1964. Adm. Hillenkoetter was already on record, in a signed Board Member statement, as stressing the UFO problem's importance, the risk of accidental war from mistaken identification of UFOs as a secret Soviet attack, and the urgent need for a Congressional investigation. Since a complete reversal of these views was incredible, NICAP's director, a Naval Academy classmate and personal friend of Hillenkoetter, wrote him about the Menzel claim.

Adm. Hillenkoetter's reply is reproduced below. (The reference to Maj. Hart was not concerned with Menzel.)

January 8, 1965

Maj. Donald E. Keyhoe, USMC (Ret.)
National Investigations Committee
on Aerial Phenomena
[illegible] Connecticut Ave., N. W.
Washington 6, D. C.

January 8, 1965

Dear Don:

I apologize for the delay in answering your letter of December 13th but for part of the time over the holidays I was up in Massachusetts.

I think you were misinformed about some of the things you mention. First, as far as I can remember, I never talked to Major Hart nor, also as far as I remember, I have never met him and would not know him if he walked in the door.

I saw Dr. Menzel at a dinner in December but other than saying "Good Evening - Merry Christmas" there was no conversation and I have never carried on any conversation with Menzel about NICAP or UFO. He did send me a copy of his book for which I thanked him but took no position on the statements he made.

Please take my apologies again for being so long in answering your letter and with best personal wishes to you, believe me, as ever

Sincerely,

R. H. Hillenkoetter

In spite of Dr. Menzel's unfounded attacks on NICAP, we could not believe he would deliberately make a false claim about Adm. Hillenkoetter. Since he was on a quiz program, arguing under some stress, we could only assume he had confused Hillenkoetter with some one else.

For this reason, we refrained from publishing the letter. But since Menzel is now repeating this claim, we have no choice.

During his five years on the Board, Adm. Hillenkoetter strongly supported all NICAP policies, including our views against unwarranted secrecy. When he left the Board, there was no ill feeling, as Dr. Menzel has implied. In a letter to the director, he said he felt we had reached a stalemate. He said he knew the UFOs were not secret U.S. or Soviet devices, and if they were extraterrestrial we could do nothing but wait for them to act. Though we did not agree there was a stalemate, we did not press the point. A majority of our Board, advisers and members are convinced a great deal can be done to prove UFO reality and to prepare the public for whatever develops. We believe the events of this past year have proved this policy correct.

Note to members: If you hear the above claim broadcast again, by Dr. Menzel or anyone else, please phone the station immediately and quote Adm. Hillenkoetter's January 8th letter to get the facts on record.

We do not have space here for the admiral's signed statement cited in paragraph four, but if it becomes necessary we will print it in a later issue.

Landing Probed by NICAP, AF

A curious landing report, in New York state on Aug. 19, has been thoroughly checked by NICAP, state police and a five-man AF team. This sighting, which occurred on the William Butcher dairy farm near Cherry Creek, N.Y., involved three members of the Butcher family and a fourth witness. Here is their report:

At 8:20 p.m., Harold Butcher, 16, was operating a milking machine in a dairy barn housing 17 cows. A portable radio on the wall was turned to a newscast, when a sudden static-like interference drowned it out. Then the tractor which ran the milking machine abruptly stopped. A moment later, a Holstein bull secured outside began to bellow and pull at a steel bar to which it was chained.

Young Butcher ran to a window and saw a large elliptical object nearing the ground, a fourth of a mile away. A reddish vapor could be seen underneath, and he heard a steady beep-beep sound. The UFO was on the ground only a few seconds, then it shot straight up, disappearing in low clouds.

When the other witnesses came out, after Harold Butcher phoned the house, they noted a strange odor, also a greenish glow in the clouds where the UFO had vanished. Meantime, it was found that the bull had bent the steel bar in his efforts to get loose.

Half an hour later, when the strange craft reappeared, circling the area, Mrs. Butcher called State police. Two troopers investigated, notified the AF. Next day, Capt. James Dorsey, Operations Officer, 4621st AF Group, arrived with four AF technicians. When they examined the ground, an odd purplish liquid substance was discovered at several places. Small unexplained marks, two inches wide and two inches apart, also were found, along with patches of singed grass and foliage.

After the AF team left, NICAP member Jeffrey Gow obtained samples of the purplish substance and singed foliage, and samples were studied by the Kawecki Chemical Co., whose president is a NICAP adviser. Spectrographic analysis showed the main elements of the liquid to be aluminum, iron and silicon. Some phosphorous was found in the weed samples, which the analyst said might cause a phosphine smell, explaining the odd odor.

On the night following the Cherry Creek incident, State Trooper Richard Ward, a few miles from this area, watched an object with eight circular lights in line flying twice as fast a a jet. It emitted a faint, unfamiliar purring sound.

Dr. Fred C. Fair and John Maxwell, of NICAP New York Subcommittee No. 2, carefully checked the Cherry Creek site and questioned the witnesses. On the basis of present evidence, they believe the report is genuine. Dr. Fair has confirmed that two state troopers who investigated also seem to be convinced.

We wish we could thank by name all the NICAP investigators, sub-committees and affiliates and other members who have worked so hard to investigate the many recent sightings. Without their aid, we would not have been able to check many important reports.

We regret we cannot personally thank all of you who have sent in newspaper clips on sightings. We appreciate this help very much, and it will be especially important now since we have had to cancel our clipping service. (During the recent months, we had expensive overcharges when hundreds of clips on the same sightings were sent to us by the clipping bureau.)

When you send in clippings, please give the name of the newspaper and date of publication, either in the margin or on a separate card or slip.

Because of the flood of recent sightings it took extra time to select and write up the details for this issue, causing a ten-day delay in going to press. We are starting on Vol. III/5 at once and will do our best to mail it well before Thanksgiving.

1. DATE - TIME GROUP

8 March 65 09/0040Z

2. LOCATION

Mt Airy, Maryland

3. SOURCE

Civilian

10. CONCLUSION

UNIDENTIFIED

4. NUMBER OF OBJECTS

Six Lights

5. LENGTH OF OBSERVATION

3 Minutes

11. BRIEF SUMMARY AND ANALYSIS

Six lights estimated to be about 1000 ft from observer moving at a speed of 70 mph. No shape. Symmetrical pattern of red lights. Speed about that of a balloon. No noise. No stars, pitch dark night. Observed as witness came out of barn. Passed overhead. Also witnessed by 14 yr old son. Believed to be very close to ground. Also observed by older brother who was summoned by son who ran from barn into house. Flight in straight line toward hills about 5 miles away. Thought object was going to crash into hills but went over instead. Thought to be 100 ft but could have been 500.

6. TYPE OF OBSERVATION

Ground-Visual

7. COURSE

E

8. PHOTOS

☐ Yes
☒ No

9. PHYSICAL EVIDENCE

☐ Yes
☒ No

FTD FORM SEP 63 0-329 (TDE) Previous editions of this form may be used.

DEARBORN OBSERVATORY
NORTHWESTERN UNIVERSITY
EVANSTON, ILLINOIS 60201

May 26, 1965

Major Hector Quintanilla, Jr.
Box 9494
FTD Wright Patterson Air Force Base
Dayton, Ohio

Dear Major:

I would like to report on my telephonic investigation of the Mt. Airy, Maryland, case of March 8, 1965. I had a long telephone conversation with the father and with the sons in the background. Father sounded steady and reliable, puzzled, but unexcitable. I can't pick any holes in the reliability of the report. There were two witnesses, followed by the third. The seventeen-year-old son was with the father when it happened and they had time to call to the twenty-eight-year-old son to come out of the house and take a look. There is some possibility that the event might be tied in with Camp David which is about twenty miles away in the same general direction the lights were observed going. The lights also paralleled Rt. 40, which is about a quarter of a mile away and which has alot of traffic on it.

Mr. Martin is an instrument maker at the Bureau of Standards, but also operates a farm.

The outstanding things in his mind were the very slow speed (as if attached to a balloon), the floating sensation, and the extreme closeness yet lack of sound. Mr. Martin said that to simulate the sighting, he would take a dirigible or blimp oriented sideways and place three pairs of red lights along it--a pair of lights like the tailfins on a 1958 Ford. He said it looked like a flying wing. All lights had the same intensity.

Mr. Martin felt, "It was just something I couldn't understand." Lights were diffused but bright. It was windy, but he doesn't know the direction of the wind. I checked him on the length of time, but neither he nor his sons would shorten it. I checked him about his reaction since that time, and he says he is still very puzzled and has been kidded about it quite a bit. And, someone gave him a book on air craft. I confirmed that the object came directly over their heads and that it gave the appearance that it was about to crash into the house. He saw no fusilage whatever, but lights appeared to be attached to something. It was a very dark night.

The whole thing could be explained if we could establish the presence of a large glider headed for Camp David; however, no green or white lights, only red, and speed seems too slow.

Major Hector Quintanilla
May 26, 1965
Page 2

Unfortunately, this case still remains unknown. Although I feel any further investigation is hopeless, I would suggest that wind direction for that night be established. If from the southwest, it could possibly have been a balloon with a scientific payload, but this seems unlikely.

End of report.

Sincerely,

Allen

J. Allen Hynek

JAH:mjp

8 MARCH

U.S. AIR FORCE TECHNICAL INFORMATION

This questionnaire has been prepared so that you can give the U.S. Air Force as much information as possible concerning the unidentified aerial phenomenon that you have observed. Please try to answer as many questions as you possibly can. The information that you give will be used for research purposes. Your name will not be used in connection with any statements, conclusions, or publications without your permission. We request this personal information so that if it is deemed necessary, we may contact you for further details.

1. When did you see the object?

Day	Month	Year
8	3	65

2. Time of day: 7 Hour 40 +- 5 min Minutes

(Circle One): A.M. or [✓ P.M.]

3. Time Zone:

(Circle One):
- [✓ a. Eastern]
- b. Central
- c. Mountain
- d. Pacific
- e. Other ______

(Circle One):
- a. Daylight Saving
- [✓ b. Standard]

4. Where were you when you saw the object?

R.F.D #1 (Nearest Postal Address)
Mt. Airy (City or Town)
MD. Fredrick Co. (State or County)

5. How long was object in sight? (Total Duration) ____ Hours 3 Minutes ____ Seconds

- a. Certain
- [✓ b. Fairly certain]
- c. Not very sure
- d. Just a guess

5.1 How was time in sight determined? Estimated

5.2 Was object in sight continuously? [✓ Yes ____] No ____

6. What was the condition of the sky?

DAY	NIGHT
a. Bright	a. Bright
b. Cloudy	[✓ b. Cloudy]

7. IF you saw the object during DAYLIGHT, where was the SUN located as you looked at the object?

(Circle One):
- a. In front of you
- b. In back of you
- c. To your right
- d. To your left
- e. Overhead
- f. Don't remember

FTD FORM OCT 62 164 This form supersedes FTD 164, Jul 61, which is obsolete.

8. IF you saw the object at NIGHT, what did you notice concerning the STARS and MOON?

8.1 STARS (*Circle One*):

[✓ a. None]
b. A few
c. Many
d. Don't remember

8.2 MOON (*Circle One*):

a. Bright moonlight
b. Dull moonlight
[✓ c. No moonlight – pitch dark]
d. Don't remember

9. What were the weather conditions at the time you saw the object?

CLOUDS (*Circle One*):

a. Clear sky
[✓ b. Hazy]
c. Scattered clouds
d. Thick or heavy clouds

WEATHER (*Circle One*):

[✓ a. Dry]
b. Fog, mist, or light rain
c. Moderate or heavy rain
d. Snow
e. Don't remember

10. The object appeared: (*Circle One*):

a. Solid
b. Transparent
c. Vapor
[✓ d. As a light]
e. Don't remember

11. If it appeared as a light, was it brighter than the brightest stars? (*Circle One*):

[✓ a. Brighter]
b. Dimmer
c. About the same
d. Don't know

11.1 Compare brightness to some common object: Traffic Signals

12. The edges of the object were:

(*Circle One*):
[✓ a. Fuzzy or blurred]
b. Like a bright star
c. Sharply outlined
d. Don't remember
e. Other ____________________

13. Did the object: (*Circle One for each question*)

a. Appear to stand still at any time?	Yes	No	Don't know	Not Sure
b. Suddenly speed up and rush away at any time?	Yes	[✓ No]	Don't know	
c. Break up into parts or explode?	Yes	[✓ No]	Don't know	
d. Give off smoke?	Yes	[✓ No]	Don't know	
e. Change brightness?	Yes	[✓ No]	Don't know	
f. Change shape?	Yes	[✓ No]	Don't know	
g. Flash or flicker?	Yes	[✓ No]	Don't know	
h. Disappear and reappear?	Yes	[✓ No]	Don't know	

14. Did the object disappear while you were watching it? If so, how? No we watched until out of sight

15. Did the object move behind something at any time, particularly a cloud?

(Circle One): Yes [✓ No] Don't Know. IF you answered YES, then tell what it moved behind: ______

16. Did the object move in front of something at any time, particularly a cloud?

(Circle One): Yes [✓ No] Don't Know. IF you answered YES, then tell what in front of: ______

17. Tell in a few words the following things about the object:

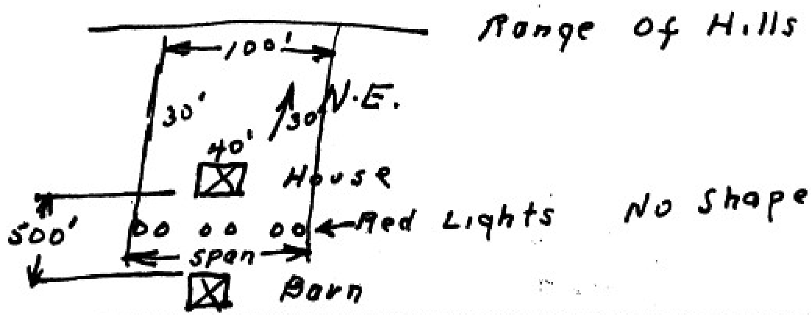
a. Sound None

b. Color ______

18. We wish to know the angular size. Hold a match stick at arm's length in line with a known object and note how much of the object is covered by the head of the match. If you had performed this experiment at the time of the sighting, how much of the object would have been covered by the match head?

the match head would probably cover one light.

19. Draw a picture that will show the shape of the object or objects. Label and include in your sketch any details of the object that you saw such as wings, protrusions, etc., and especially exhaust trails or vapor trails. Place an arrow beside the drawing to show the direction the object was moving.



20. Do you think you can estimate the speed of the object?

(Circle One) [✓ Yes] No

IF you answered YES, then what speed would you estimate? 20 M.P.H.

21. Do you think you can estimate how far away from you the object was?

(Circle One) [✓ Yes] No

IF you answered YES, then how far away would you say it was? 1200 ft.

22. Where were you located when you saw the object? *(Circle One)*:

a. Inside a building
b. In a car
[✓ c. Outdoors]
d. In an airplane (type)
e. At sea
f. Other ____

23. Were you *(Circle One)*

a. In the business section of a city?
b. In the residential section of a city?
[✓ c. In open countryside?]
d. Near an airfield?
e. Flying over a city?
f. Flying over open country?
g. Other ____

24. IF you were MOVING IN AN AUTOMOBILE or other vehicle at the time, then complete the following questions:

24.1 What direction were you moving? *(Circle One)*

a. North c. East e. South g. West
b. Northeast d. Southeast f. Southwest h. Northwest

24.2 How fast were you moving? ____ miles per hour.

24.3 Did you stop at any time while you were looking at the object?

(Circle One) Yes No

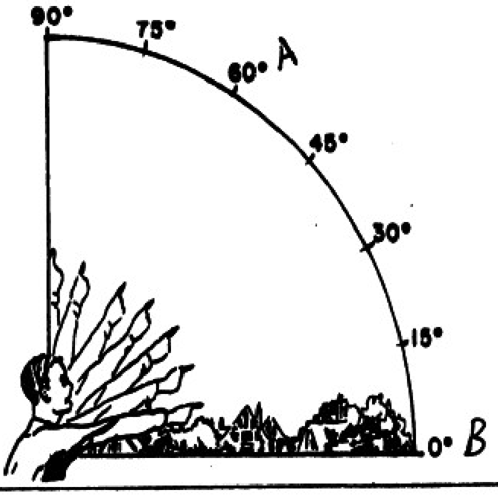
25. Did you observe the object through any of the following?

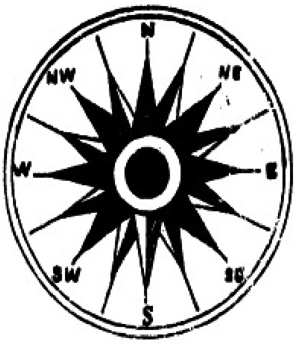
a. Eyeglasses	Yes	[✓ No]	e. Binoculars	Yes	[✓ No]
b. Sun glasses	Yes	[✓ No]	f. Telescope	Yes	[✓ No]
c. Windshield	Yes	[✓ No]	g. Theodolite	Yes	[✓ No]
d. Window glass	Yes	[✓ No]	h. Other ____		

26. In order that you can give as clear a picture as possible of what you saw, describe in your own words a common object or objects which, when placed up in the sky, would give the same appearance as the object which you saw.

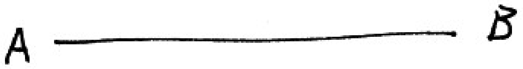
I saw no shape but from the symetrical pattern of red lights it might have been a long winged glider with the speed a baloon might make with no noise

27. In the following sketch, imagine that you are at the point shown. Place an "A" on the curved line to show how high the object was above the horizon (skyline) when you *first* saw it. Place a "B" on the same curved line to show how high the object was above the horizon (skyline) when you *last* saw it. Place an "A" on the compass when you *first* saw it. Place a "B" on the compass where you *last* saw the object.

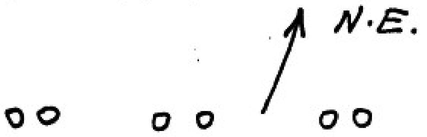




28. Draw a picture that will show the motion that the object or objects made. Place an "A" at the beginning of the path, a "B" at the end of the path, and show any changes in direction during the course.



29. IF there was MORE THAN ONE object, then how many were there? ____________________
Draw a picture of how they were arranged, and put an arrow to show the direction that they were traveling.



Red lights
No Green
No White

30. Have you ever seen this, or a similar object before. If so give date or dates and location.

No

31. Was anyone else with you at the time you saw the object? (Circle One) [✓ Yes] No

31.1 IF you answered YES, did they see the object too? (Circle One) [✓ Yes] No

31.2 Please list their names and addresses:

Robert Martin } Sons
Glenn Martin }

At home

32. Please give the following information about yourself:

NAME Martin (Last Name) Julius (First Name) Homer (Middle Name)

ADDRESS R.F.D. #1 Woodville Rd. (Street) Mt. Airy (City) (Zone) MD. (State)

TELEPHONE NUMBER Mt Airy 705 AGE 51 SEX Male

Indicate any additional information about yourself, including any special experience, which might be pertinent.

33. When and to whom did you report that you had seen the object?

8 (Day) 3 (Month) 65 (Year)

Miss Sara Hunt
office of Info. Air force

Divison Chief & others in Office

34. Date you completed this questionnaire: 11 (Day) 3 (Month) 65 (Year)

35. Information which you feel pertinent and which is not adequately covered in the specific points of the questionnaire or a narrative explanation of your sighting.

When I came out of barn I notised these red lights in a distinct pattern just past overhead my son 16 yrs. old was with me. We were both stunned at first to see these lights so close to the house. He started to run toward the house. Its speed was very slow because I considered calling him back in case it should hit the house. He continued on went into the house and called his older brother who came out and joined us. It continued on in a straight line toward a ring of hills about 2 mi away My oldest son exclaimed it would crash into the hills. It somehow managed to make it and disappear over the horizon

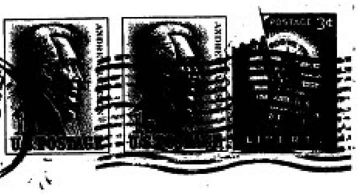
I would like to say the object
was no more than 100' above but
I guess it could have been 500'

J. Martin
R.F.D.#1
Mt. Airy, Md.

De

~~RETURNED FOR BETTER ADDRESS~~

MOUNT AIRY
MAR
1965
MD.


AMERICAN
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LIBERTY

pt of the Air Force
Office of the Secretary
c/o Mrs. Sara Hunt
Comm. Relations Div.
Office of Information
Wash. D.C.
25

08 MARCH   1615 LOCAL   6:15 PM (7PM)

ALT		DEG	KNOTS
SURF		330	08
FT	150	330	10
	300	338	12
	500	337	14
	1,000	330	16

1855 + 1925 TIME CALM

1857 BALTIMORE

330° 7 KNOTS

1858 300 AT

[illegible]

1655 · 320 10 KNOTS

WIND OUT OF NW

MT. AIRY, MARYLAND

8 MARCH 1965

At approximately 1940 EST an observer and his son came out of a barn and noticed six red lights estimated to be about 1200 feet from the observer moving at a speed of about twenty miles per hour, toward the NE. The lights appeared as three pair of lights, actually like the tail fins of a 1958 Ford. All of the lights had the same intensity and was comparable to a traffic signal. Another witness was summoned from the house and then all three observers viewed the lights. One witness stated that it looked like a flying wing. It was a very dark night and there were no stars out. The flight was in a straight line toward the hills, two miles away. All of the observers thought the objects were going to crash into the hills but it went over instead and disappeared over the horizon. The lights passed between the barn and the house at an altitude of 100 - 500 ft., and was in view for a total duration of three minutes. To simulate the sighting, one witness would take a dirigible or blimp oriented sideways and place three pairs of red lights along it.

COMMENTS

The outstanding factors in this sighting are the very slow speed, the floating sensation, and the extreme closeness, yet lack of sound was reported. A portion of the available data is characteristic of a balloon with a scientific payload or some type of large glider. Attempts were made to put either of the two in the area but to no avail. The wind was out of the northwest which also conflicts with an evaluation of a balloon. With the existing data the case is listed as unidentified by the Air Force.

PROJECT 10073 RECORD

1. DATE - TIME GROUP 6 February 66 06/1145Z	**2. LOCATION** Nederland, Texas
3. SOURCE Civilian	**10. CONCLUSION** UNIDENTIFIED
4. NUMBER OF OBJECTS One	
5. LENGTH OF OBSERVATION 5 - 10 Minutes	**11. BRIEF SUMMARY AND ANALYSIS** SEE CASE FILE
6. TYPE OF OBSERVATION Ground-Visual	
7. COURSE West	
8. PHOTOS ☐ Yes ☒ No	
9. PHYSICAL EVIDENCE ☐ Yes ☒ No	

FORM
FTD SEP 63 0-329 (TDE) **Previous editions of this form may be used.**

unidentified

UNIDENTIFIED FLYING OBJECTS (UFO)
INFORMATION SHEET

1. Answers to the following questions will be obtained from persons calling in regard to the observance of an unidentified flying object (UFO). If person refuses to give answers to 3a, do not complete report.

2. Complete Information Sheet in duplicate and forward to BDO.

3.a. Name KENNETH R. GULLEY. Address 619 S. 17th St, NEDERLAND TEX.

Phone RA2-0728 Age 34 Occupation Appliance salesman - Sears.

b. Shape of Object (SEE INVESTIGATION RPT) c. Color BLACK OR DARK COLOR

d. Size (compare to dime, quarter, baseball, basketball, or larger item) APPRX 8' e. Number of Objects 1

f. Formation, if more than one N/A.

g. Unusual features of object

h. Was there a tail, vapor trail, or exhaust? NO i. Any Sound NO

j. What called attention to the observer (see investigation rpt. attached)

k. What angle and elevation was the object on first observance. overhead.

l. What angle and elevation was the object when disappeared 20-25°

m. What was the flight path of object (to north or south, to east or west) and were there any maneuvers of the object see investigation rpt. attached

n. How did the object disappear (instantly, to the north, no direction, etc.) see investigation.

o. How long was the object visible (5 min, 1 hour, etc.) 5-10 min.

p. How was the object observed (naked eye, radar, telescope, binoculars, etc.) Naked eye

q. Time and date of sighting 0545 6 FEB 66 (SUN)

r. Light conditions (night, day, dusk) night

s. Geographical position of object (North of Houston, South of Pasadena, directly overhead, etc.) Nederland, Texas.

t. Weather (clear day, hazy, cloudy, broken clouds, etc.) high overcast - no stars.

u. Temperatures of day (80°, 90°, etc) 19°

v. OTHER INFORMATION not answered above: see investigation attached

5. Thank caller for information, but do not promise that a return call will be made to confirm nor deny the observance of the object.

243

MEMO ROUTING SLIP

Never Use for Approvals, Disapprovals, Concurrences, or Similar Actions

1 TO Major Leach 2578th Air Base Squadron Operations and Training Ellington AFB, Texas	INITIALS	ACTION X
		CIRCULATE
	DATE	COORDINATION
2		FILE
		INFORMATION
3		NOTE AND RETURN
	X	PER CONVERSATION
4		SEE ME
		SIGNATURE

REMARKS

Per conversation 1st Lt William F. Marley, Jr, FTD (TDEW/UFO), 7 June 1966.

FROM FTD (TDEW/UFO) Wright-Patterson AFB, Ohio 45433	DATE 7 Jun 66
	PHONE 25-70916/76678

DD FORM 1 FEB 50 95 Replaces DD Form 94, 1 Feb 50, and DD Form 95, 1 Feb 50, which will be used until exhausted. GPO

619-So 17th St.
Nederland, Texas
May 16, 1966

The Pentagon,
Department of U. F. O.
U. S. Air Force
Arlington, Va.

Dear Sirs;

I have hesitated, to write to you offices for several months; However, I have decided that I must do so, because the information, that I have may be of some value to your research.

Although, the information is several months past due, it may still be of value.

The reason, I have hesitated to contact your office is because of all the bad publicity that a person seems to get when he does contact you.

Let me state, that I do not wish to receive any public notice and wish to remain anonymous on this matter.

If you have a representative, who will be in this area and who can call on me without much expense to your office: I will be most happy to talk with him.

My regular day off from work is Wednesday and Sundays, please notify me ahead of time.

I have discussed this matter only with two men, and at the time of sighting. One, a prominant manager in our area, and the other my pastor.

I hope that this letter will not be received in any other manner, than that for which it is intended.

Respectfully,
Kenneth R. Gulley
619-So. 17th. St.
Nederland, Texas

KU ICAC

22 June 1966

INVESTIGATION:

I contacted Mr. Kenneth R. Gulley of Nederland, Texas, by telephone (RA2-0728) this date to discuss the UFO which he allegedly saw at 0545 hours, 6 Feb 66. The following is a description of the events as they happened and as described by Mr. Gulley to the best of his recollection.

On Sunday morning, 6 February 1966, at approximately 0545, Mr. Gulley's 11 year old son came through their bedroom on the way to the bathroom and turned the light on in the bathroom and in so doing awakened his parents. While the boy was in the bathroom the lights went out causing Mr. Gulley to get out of bed and look out the window to see if the street lights were also out which appeared to be the case. While looking out the window Mr. Gulley was amazed to find that the lawn in front of his house and the surrounding area was engulfed in a reddish glow which appeared to be pulsating similar to a red flashing light on a police car. However he did not see any police cars in the area. A few moments later he noticed some peculiar yellowish-reddish lights coming from an object approximately 500 feet above the ground. The lights seemed to be moving back ~~and forth in a~~ horizontal direction and appeared to be similar to neon light tubes which he estimated to be eight in number. There was no apparent sound; however, both Mr. Gulley and his wife claimed that their ears were bothered by what seemed to be a very high frequency pitch. There was a high overcast with no stars or moon on that night. Therefore it was quite dark and Mr. Gulley was unable to determine the size and shape of the object at this time. However, the object traveled approximately a mile and a half to the west towards the Jefferson County Airport. About this same time an aircraft took off from the airport and turned in the direction of the unknown object. As the aircraft approached the object it ceased to move, remaining in a hovering position, and the lights on the object went out. The landing lights on the aircraft remained on and reflected off the UFO giving Mr. Gulley an opportunity to see what it looked like. He stated that the best way to describe the shape of the object was that it looked like a tadpole. He estimated the object was about 8 feet in diameter with a tail about 6 feet in length and 2 feet wide. There appeared to be a cone shaped bulge on the top and in the middle of the object. The previously mentioned lights seemed to be coming from the tail of the object. After the aircraft had flown over the object its lights came on again and he noticed what appeared to be three separate times when these lights were energized, each time the object appeared to move up and about 5° to the left. It disappeared at about a 20 to 25° angle above the horizon traveling in a westerly direction and in a slow rate of climb. Mr. Gulley observed all of this with his naked eye and was unable to get any pictures.

Although Mr. Gulley was very fearful of ridicule from the local populace he nevertheless had an opportunity to discuss the power failure with a local man from the power company and determined that the reason for the power outage was due to the failure of a transformer. He further found out that this transformer was located very near to his house and that the failure occurred almost at the same time as the sighting of the UFO.

Mr. Gulley found it very difficult to describe the UFO and admitted that he was not very good at drawing pictures but if the Air Force felt that it was necessary he probably could describe it well enough to an artist so that a fairly representative picture could be drawn.

Mr. Gulley was unaware of any other residents seeing this UFO but attributed this to the fact that he was very hesitant in mentioning it to anyone since he definitely does not want any publicity on the sighting. However, after the sighting he did call the control tower at the Jefferson County Airport to determine if they had seen it also but found that they had not seen anything and laughed at his explanation and request.

CONCLUSION:

This preliminary investigation did not disclose any feasible explanation for Mr. Gulley's UFO sighting. A more detailed investigation and a personal visit will be accomplished if requested from your headquarters.

Contacted Maj Hrack about possible balloon.

2

[redacted] UNCLASSIFIED

RECORD CARD Incident #75

ATIC NO. —

AF NO. —

REPORT NO. —

DATE OF REPORT —

TIME OF SIGHTING 1300 MST

SHAPE Inverted Pie Plate

SIZE 20' Disk - 10' Thick

COURSE 2700 E to W

NO. IN GROUP One

SOUND Swishing sound

PHOTOS — SKETCHES one

DATE OF INFO 13 Aug 1947

LOCATION Twin Falls, Idaho

SOURCE Male Civilians

DATE IN TO ATIC —

COLOR Sky blue

SPEED 1000 mph Estimated Measured

ALTITUDE 300' from observer Estimated Measured

LENGTH OF TIME OBSERVED Momentary

TYPE OF OBSERVATION Ground

MANEUVERS Up and down over hills and hollows of canyon.

JAU.? ATMOSPHERIC EDDY

~~Unidentified~~

Temporary ATIC Form 329
(2 Jan 52)

UNCLASSIFIED

[redacted]

With 194 incidents thus eliminated, there remain thirty-four which contain some evidence but have no apparent ready explanation. This statement is true only under the assumption that the evidence is accepted as reliable and accurate. When psychological and physiological factors are taken into consideration, all of these incidents can be explained rationally, as pointed out by Rand Corporation and Dr. Fitts of Air Materiel Command Aero-Medical Laboratory (see Appendices "B" and "C").

Air Materiel Command Aero-Medical Laboratory (Dr. Paul M. Fitts 212 Incidents considered)

There are sufficient psychological explanations for the reports of unidentified flying objects to provide plausible explanations for reports not otherwise explainable. These errors in identifying real stimuli result chiefly from inability to estimate speed, distance, and size.

All of the remaining 34 incidents are treated in detail in this report. These incidents form no pattern in regard to area of sighting, type of object, or manner of performance. There are indications, however, that some sightings were influenced by earlier reports, and probably would not have been considered unusual or reported had there been no publicity.

APPENDIX X

Project Grudge

Summary of AMC Evaluation of Remaining Reports

VII. Summary of AMC Evaluation of Remaining Reports

The remaining unexplained incidents (see Appendix "I") exhibited few common characteristics. Two of them, by statements of the reporters, would not have been made had the witnesses not read of the Mt. Ranier incident (Incident No. 17). Most were distributed without pattern throughout the United States. A few were outside the U. S. No two descriptions of appearance or performance were exactly alike. The reported sightings occurred at various times of day and year.

APPENDIX I

In the following section of this report, each remaining unexplained incident is considered separately. It is not the intent to generally discredit the character of observers, but each case has undesirable elements, and these cannot be disregarded. The numerical designation is merely the categorical order of the incident in the project files.

1, 10, 17, 21, 29, 35, 37, 40, 51, 58, 62, 64, 68, 71, 75, 76, 77, 79, 84, 111, 122, 134, 135, 151, 152, 154, 162, 168, 176, 183, 186, 193, 207, 215, 236.

<u>Incident No. 75</u> -- 13 August 1947, 1300 hours, Smoke River Canyon, Idaho. A farmer together with his two sons, ten and eight years of age, witnessed an object move down a canyon. It was in view only momentarily at a distance of 300 feet, and approximately 75 feet above the ground. The object made a swishing sound, and was sky-blue in color. The farmer doubted the possibility of its visibility if viewed against the sky. The childred told of smokeless turbine or exhaust flames shooting from the device through which could be seen daylight. The object passed over some trees, which in the words of the farmer, "spun around on top as if they were in a vacuum."

<u>AMC Opinion:</u> It seems logical to concur with Dr. Hynek's deduction, that this object was simply a rapidly moving atmospheric eddy.

```
AUG. 13, 1947  TWIN FALLS, IDAHO                 (KEYHOE-1950 P 80)  2 WITNESSES00
  OBSERVERS IN A CANYON NEAR TWIN FALLS REPORTED A DISK SHAPED OBJECT. IT       01
APPEARED SKY-BLUE, OR ELSE ITS GLEAMING SURFACE SOMEHOW REFLECTED THE SKY       02
BECAUSE OF THE ANGLE OF VISION.  ALTHOUGH IT WAS NOT CLOSE TO THE TREETOPS,     03
THE OBSERVERS WERE AMAZED TO SEE THE TREES WHIP VIOLENTLY WHEN THE DISK RACED  04
OVERHEAD, AS THOUGH THE AIR WAS BOILING FROM THE OBJECT-S SWIFT PASSAGE.        05
```

[redacted]

[redacted]

Incident #75 -- near Twin Falls, Idaho -- 13 August 1947

There is clearly nothing astronomical in this incident. Apparently it must be classed with the other bona fide disc sightings.

Two points stand out, however: the "sky blue" color, and the fact that the trees "spun around on top as if they were in a vaccuum." Could this, then, have been a rapidly travelling atmospheric eddy?

[redacted]

[redacted]

UNCLASSIFIED

August 20, 1947

65-480

Director FBI

C
O
P
Y

SAC Butte

Flying Discs

Refer teletype to the Bureau dated August 15, 1947

Enclosed please find the newspaper account carried by the Twin Falls, Idaho "Times News" on August 15, together with a sheet of paper on which A. C. URIE attempted to sketch his impression of the instrument which he claims to have seen.

Concerning URIE's sketches, it may be noted that he believed the outer edge which he attempted to create in his drawing to have been about a foot through. URIE likewise believed that the turbine or exhaust flame which he and his sons claim to have seen was about a foot through and extended at least to the back end of the device. The flame did not appear to taper off nor to widen out toward the back.

BILLY and KEITH URIE stated that they could see a knot on the side of the device from which the flames were shooting, and that they could see daylight between the exhaust flame and the side of the device. The flames did not leave any smoke or odor.

The URIE boys thought that the "side view" sketch should show that the device was more sharply angled from bottom to top, while URIE himself thought that it was more streamlined and curved. URIE said that the instrument came to a pointed or rounded top.

In his notations, URIE mistakenly said that he had seen it on Thursday. During interview, he stated that it actually had been on Wednesday, August 13, 1947 when he and his sons saw the contrivance about 1:00 P. M.

URIE explained that he had sent his boys to the river to get some rope from his boat. When he thought they were overdue, he went outside his tool shed to look for them. He noticed them about 300 feet away looking in the sky and he glanced up to see what he called the "flying discs". He said he could only see it for a moment before it disappeared behind a hill which obscured his view.

URIE further stated that the contrivance was about seventy-five feet in the air. URIE resides in the depths of the Snake River Canyon, which is about four hundred feet deep and twelve hundred feet across at that place. According to his account, the contrivance was about three hundred feet below the rim of the canyon and he saw it against the steep walls of the canyon on the far side. He described its color as sky blue and stated that he doubted if it could be seen against the sky. He likewise said that it was purely by chance that he saw it. It did not spin like a top.

UNCLASSIFIED

UNCLASSIFIED

As the machine went by the URIE place, the trees over which it almost directly passed (Morman Poplars) did not just bend with the wind as if a plane had gone by, but in URIE'S words, "spun around on top as if they were in a vacuum."

KEITH URIE, eight years of age, said he first saw the machine coming down the canyon, heading from east to west and following the contours of the ground. BILLY, age ten, saw it almost immediately. Both watched it fly out of sight behind a tree in a matter of moments. They said they then ran to their Father and learned that he too had seen the machine.

URIE seemed completely sincere about the incident. He said his wife and daughter were in the house at the time and had not seen the machine. He questioned his brother, who also lives in the canyon, but his brother had been eating at the time and had seen nothing. URIE and his two boys maintained that they had never before seen one of the discs. URIE, when interviewed, appeared to be a sober, middle-aged man.

JOHN BROSNAN, the "Times News" reporter who originally furnished Special Agents with information about the incident, likewise stated that URIE appeared completely sincere about the machine.

No further attempt was made to locate L. W. HAWKINS, inasmuch as J. H. BROWN, who was with HAWKINS at the time, was interviewed. BROWN's name was withheld from the newspaper because HAWKINS and BROWN were fishing at Salmon dam while BROWN was supposed to have been working in Twin Falls.

BROWN said simply that he and HAWKINS could hear a roar. They looked up and could see two instruments flying at a great height, which BROWN mentioned might have been between four thousand and six thousand feet. However, he said he had no idea how large the devices were and consequently, they may have been serveral miles away. He said that he and HAWKINS were satisfied they had seen something and they were very doubtful that they had seen two planes.

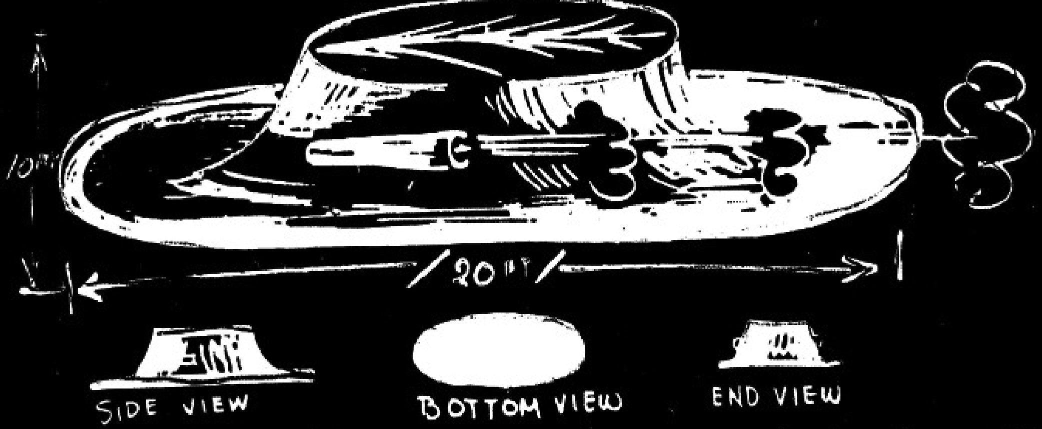
C
O
P
Y

DOWNGRADED AT 12 YEAR INTERVALS; NOT AUTOMATICALLY DECLASSIFIED. DOD DIR 5200.10

UNCLASSIFIED

imes TWIN FALLS New
Regional Newspaper Serving
Nine Irrigated Idaho Cou
TWIN FALLS, IDAHO, FRIDAY, AUGUST 15, 1947
Member of
Associa

Heads Up, Folks! The Discs Are Flying Again



This is an artist's conception of the flying disc that A. C. Urie saw sweeping through Snake river canyon six miles west of Blue Lakes ranch. It seemed to be powered by jets emitting a fiery glow on both sides and could well be the inspiration for something new in women's hats such as a "flying saucer" creation. (Drawing by Vic Goertzen—staff engraving)

* * * *

Flying Saucer Reported Flashing Down Canyon At 1,000 Miles Per Hour; Two Others Are Seen

By JOHN [illegible]

[illegible]

Continued on Page [illegible], Column [illegible]

'Saucer' Seen Flying Down Snake Gorge

[illegible]

[redacted] UNCLASSIFIED

6

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 75

1. Date 13 Aug 47
2. Time 1300
3. Location Snake River Canyon (near Twin Falls) Idaho
4. Name of observer A. C. Urie and two sons, Kenneth & Billy
5. Occupation of observer farmer
6. Address of observer Operator of "Auger Falls Trout Farm" 6 miles west of Blue Lakes Ranch, Snake River Canyon
7. Place of observation As above - going down the Snake River
8. Number of objects 1
9. Distance of object from observer 300 ft
10. Time in sight momentary
11. Altitude 75 ft from the canyon floor - 300 ft away from observer level view afforded
12. Speed [redacted]
13. Direction of flight East to West
14. Tactics Head up and down over hills & hollows of canyon
15. Sound swishing sound
16. Size 20 feet by 10 ft in thickness
17. Color sky blue
18. Shape oblong broad rimmed hat with low crown Inverted pie-plate
19. Odor detected None
20. Apparent construction N/S
21. Exhaust trails Exhaust ~~fumes~~ flame - a red tubular fiery glow at the side of the top or hood.
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs one
25. Manner of disappearance disappeared behind hill
26. Remarks: (over)

DOWNGRADED AT 12 YEAR INTERVALS; NOT AUTOMATICALLY DECLASSIFIED. DOD DIR 5200.10

UNCLASSIFIED
UNCLASSIFIED

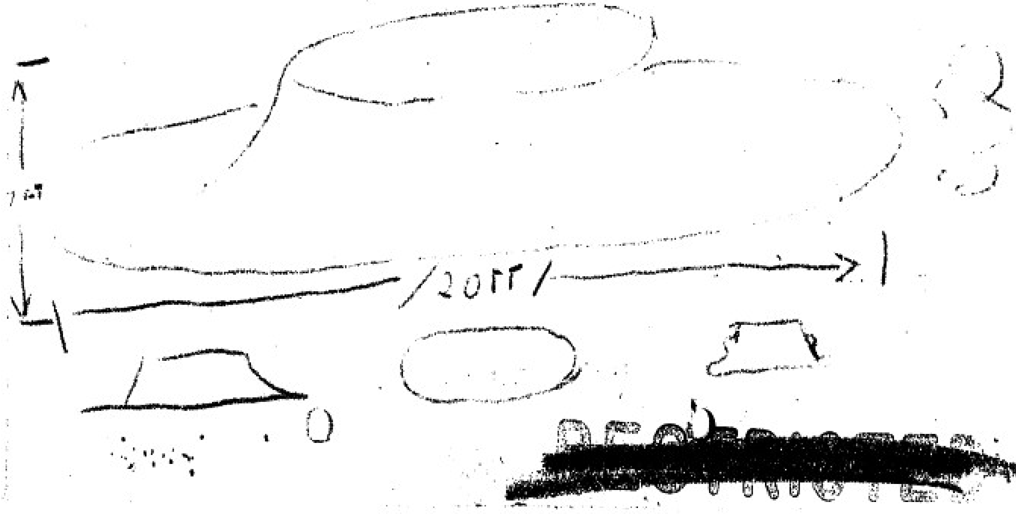
[redacted]

[redacted]

Urie had sent his sons to the river for some tops from his boat. As they were overdue he went to look for them, when he noticed some 300 feet away some 75 feet in the air a sky-blue object silhouetted against the steep walls of the canyon on the far side. (The canyon is about 400 ft deep and 1200 ft across at that place.) The object was traveling 75 feet in the air (300 ft below the rim of the canyon) and so was plainly visible. Urie states that the sky-blue color would probably not be noticed against the sky. He states that "it did not spin like a top". However, he did say that the trees over which it passed almost directly did not just bend with the wind as if a plane had gone by but that they "spun around on top as if they were in a vacuum."

Keith Urie, a son, eight years of age said he saw the machine coming down the canyon heading from east to west and following the contours of the ground. Billy, age ten, another son, saw it almost immediately. Both watched it fly out of sight behind a tree in a matter of moments.

AGENT'S NOTES: Urie seemed completely sincere about the incident and appeared to be a sober, middle-aged man
The boys stated that they had never before seen one of the discs.



[redacted]

Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. **Astronomical**

   a. High probability:
   #26, 27, 30, 31, 32, 33, 34, 48, 49, 59, 60, 66, 69, 70, 94, 95, 96, 97, 98, 101, 102, 103, 104, 116, 119, 132, 136, 140, 147, 148, 158, 174, 184, 185, 187, 197, 203, 204, 208, 216, 219, 238.

   b. Fair or low probability:
   #19, 20, 23, 24, 28, 35, 36, 46, 50, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 165, 166, 167, 175, 192, 199, 202, 205, 220, 230, 240.

2. **Non-astronomical but suggestive of other explanations**

   a. **Balloons or ordinary aircraft:**
   #3, 11, 22, 41, 42, 53, 54, 73, 81, 83, 91, 92, 113, 114, 115, 126, 131, 138, 141, 145, 155, 156, 157, 159, 160, 161, 163, 169, 171, 173, 178, 180, 182, 188, 190, 194, 195, 196, 198, 200, 201, 209, 210, 217, 222, 235, 237, 239.

   b. **Rockets, flares or falling bodies:**
   #4, 5, 6, 7, 8, 9, 12, 13, 14, 15, 16, 25, 56, 65, 78, 106, 107, 108, 109, 133, 170, 211, 218.

   c. **Miscellaneous (reflections, auroral streamers, birds, etc.):**
   #39, 89, 123, 124, 128, 146, 164, 181, 189, 214, 221, 231, 234.

3. **Non-astronomical, with no explanation evident**

   a. **Lack of evidence precludes explanation:**
   #38, 44, 45, 47, 55, 57, 72, 86, 87, 88, 90, 99, 110, 117, 118, 125, 127, 137, 139, 149, 150, 177, 179, 191, 206, 212, 213, 229, 232, 233.

   b. **Evidence offered suggests no explanation:**
   #1, 2, 10, 17, 21, 29, 37, 40, 51, 52, 58, 61, 62, 64, 68, 71, 75, 76, 77, 79, 84, 105, 111, 122, 135, 151, 152, 154, 162, 168, 172, 176, 183, 186, 193, 207, 215, 223, 224, 225, 226, 227, 236, 241, 242, 243, 244, 134.

1. DATE - TIME GROUP 27 May 65 28/0140Z	**2. LOCATION** Economy, Pennsylvania
3. SOURCE Civilian **4. NUMBER OF OBJECTS** One	**10. CONCLUSION** AIRCRAFT Sighting characteristic of a/c. No attempt at specific identification. Regarded as possible a/c sighting. No data presented to indicated object could NOT have been an aircraft.
5. LENGTH OF OBSERVATION 90 Seconds **6. TYPE OF OBSERVATION** Ground-Visual **7. COURSE** NW **8. PHOTOS** ☐ Yes ☒ No **9. PHYSICAL EVIDENCE** ☐ Yes ☒ No	**11. BRIEF SUMMARY AND ANALYSIS** Object appeared quite large in sky, composed of 2 larger spheres, one at each end, with 3 or 4 smaller spheres between the 2 larger ones. Object was distinctly spinning or rotating from left to right. It was also tipped at approx 15 deg angle (vertex at left end) as to show a 3 dimentional view.

FTD FORM SEP 63 0-329 (TDE) Previous editions of this form may be used.

Mrst. Hunt/man/SAFOICC/72842/28 Jul 65

JUL 29 1965

[redacted]

[redacted]

JOHN P. SPAULDING
Lt Colonel, USAF
Chief, Civil Branch
Community Relations Divisio
Office of Information

[redacted]

COORDINATED By (Office Symbol, Name, Grade, Date)

SAF-OICC	SAF-OIC		

[redacted] cy - SAFOI-2
Comebk cy - SAFOI-2
Reader cy - SAFOI-1
Activity cy - SAFOI-2
Stayback

HEADQUARTERS
FOREIGN TECHNOLOGY DIVISION
AIR FORCE SYSTEMS COMMAND
UNITED STATES AIR FORCE
WRIGHT-PATTERSON AIR FORCE BASE, OHIO

REPLY TO
ATTN OF: TDEW

JUN 24 1965

SUBJECT: Request for UFO Information, Paul Paslosky

TO: Hq USAF SAFOI-CC (Mrs Hunt)
Wash D C 20330

Reference the attached letter from Paul Paslosky requesting information on unidentified flying objects and reporting a UFO observation. The following information is provided in order that a reply may be made:

a. The present head of Project Blue Book is Major H Quintanilla, Jr.

b. The incident referred to in Frank Scully's book, "Behind Flying Saucers" is not based on fact. The Air Force had no connection with this alleged incident. The Air Force considers this incident and Mr Scully's book as science fiction.

c. The Fact Sheet forwarded to Mr Paslosky in January 1965 contained the conclusions of Project Blue Book to date.

d. We have no other reports from the Pennsylvania area on 27 May 1965. At this late date specific identification of various aircraft in the area would be extremely difficult. The sighting is similar in some respects to a conventional aircraft. Characteristics of this sighting indicate that an aircraft towing an electrically lighted advertising banner could be the cause. Lights on these banners often give an appearance of rotation.

FOR THE COMMANDER

Eric T. deJonckheere

ERIC T de JONCKHEERE
Colonel, USAF
Deputy for Technology
and Subsystems

1 Atch
Ltr fm P J Paslosky, Jr, 8 Jun 65

YOU - THE NUCLEUS OF SECURITY!

Paul J. Paslosky Jr.
975 Sixth Street
Baden, Penna. (15005)
June 8, 1965

SAF-OIPB
DEPARTMENT OF THE AIR FORCE
Office of the Secretary
United States Air Force
Washington, D. C. (20330)

Dear Sir:

I know you are quite busy, so I will not waste your time. I am writing to you for two reasons: to request information on a matter connected with Project Bluebook; and to report a U.F.O.

* Enclosed you will find my report on the U.F.O. which was sighted.

First of all I would like to know who is the head of(in charge of) Project Bluebook--investigation of Unidentified Flying Object. Secondly I would like to know more about the object which was found near Aztec, New Mexico on or about July of 1949. It was referred to in Frank Scully's book "Behind Flying Saucers" (Chapter 12, p. 147; copyright 1950). This report tells of a saucer-shaped vehicle(metallic) which evidentally crashed there. It was also stated that 16 corpses (each aprox. 3 ft. in height) were found within. The whole operation was surveyed by the U.S. Air Force, I understand, but it never mentioned what became of the craft or its dead occupants. I am very interested in this case and would like to know more about it: what became of the vehicle and the bodies, and what conclusions were drawn by the Air Force officials that studied it.

I know you probably consider me a "curiosity seeker" but I would appreciate it very much if you would send me the requested information, as I am very interested in such matters and study them.

I thank you very much for your time and any information which you can send me regarding this matter (not restricted for security measures). Thank you!

Yours truly,
Paul J. Paslosky Jr.
Paul Paslosky Jr.
975 6th Street
Baden, Penna. (15005)

* Please send me any results obtained

U.F.O. SIGHTING REPORT

DATE(sighted): 27 May 1965

LOCATION: Economy Borrough, Pennsylvania (in vicinity of Baden-Economy Jr. High School and Conway, Penna.) Object at unknown altitude; first seen in direction NNE, proceeding in a Northerly direction , then to a point NW where it could no longer be seen.
no moon or sun in sky

TIME: aprox. 9:40 PM. (EST--on Daylight Saving Time)—local

TYPE OF OBSERVATION: GROund visual

PHOTOS: none

SOURCE: civilian observers

LENGHT OF OBSERVATION: aprox. 90 seconds

NUMBER OF OBJECTS: one(composed of several parts)

COURSE AND SPEED: NNE to NW; appeardd to travel at high speed with periods of motionlessness.

DESCRIPTION: color appeared to be a glowing white,; Object appeared quite large in sky; composed of 2 larger sphered--one at each end--with a number (3 or 4) of smaller spheres between the 2 larger ones. OBJECT WAS DISTINCTLY SPINNING OR ROTATING FROM LEFT TO RIGHT. It was also tipped at aprox. 15° angle(vertex at left end) as to show a 3-dimentional view.

see diagram on next page

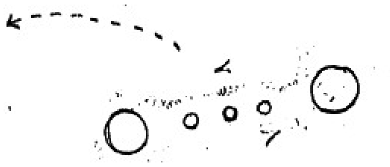
COMMENTS: Observers Robt. Haluga and Paul Paslosky Jr. (both age 17) on way back to parking lot of B-E Jr. High School activity program. Sky clear blue, dusk, after sunset, no clouds. At first glance, Paslosky thought it was moon in final phases, but soon saw it was a revolving object. Calling Haluga's attention to it, Haluga remarked that he saw it suddenly appear a few seconds earlier. Both observed it clearly for about one minute. Asked a man if he knew whhat it was or if he saw anything like it before. Answer: no. Striking feature was the object rotated distinctly at rate of 1 revolution every 2 seconds. Rushing to Baslosky's home, where he used 7x50 binoculars to view object(now, less distinct) at a distance.

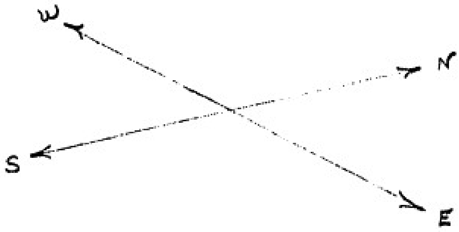
PERSONAL CONCLUSIONS: First U.F.O. seen by either observer. Both intelligent and normally skeptical, honor students not associated with hoaxes.

Highly unlikely object sighted was: aircraft(though some were in the area; one an advertizing plane--not resembling sighting); celestial body (star, moon etc.) or balloon

I know we should have reported it to the nearest Air Force Base, but was busy and unable to report before present date.

illustration:





24 Apr 49 Arrey, New Mexico

PROJECT 10073 RECORD

1. DATE - TIME GROUP 24 April 49 24/1720Z	**2. LOCATION** Arrey, New Mexico
3. SOURCE Military	**10. CONCLUSION** UNIDENTIFIED
4. NUMBER OF OBJECTS ONE	
5. LENGTH OF OBSERVATION 60 seconds	**11. BRIEF SUMMARY AND ANALYSIS** Observers sighted a white ellipsoid with a yellow light. It was drifting East rapidly.
6. TYPE OF OBSERVATION Ground-Visual	
7. COURSE East	
8. PHOTOS ☐ Yes ☒ No	
9. PHYSICAL EVIDENCE ☐ Yes ☒ No	

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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO.
24-65

DATE
25 October 1949

REPORT MADE BY
PAUL A. MILLER

REPORT MADE AT
DO #12, Scott AFB

PERIOD
12 October 1949

OFFICE OF ORIGIN
DO #17, Kirtland AFB

STATUS
R U C

TITLE
Alleged Sighting of Flying Discs, White Sands Proving Ground, New Mexico, dates unknown, as per Newspaper Los Angeles Times, dated 30 August.

CHARACTER
SPECIAL INQUIRY

REFERENCE
DO #17 report of S/A JOHN F. FRAMPTON, dtd 21 Sept 49, file 24-5

SYNOPSIS

Capt. EDWARD D. DETCHEMENDY, on 25 August 1949, assisted Naval Authorities, at White Sands Proving Ground, New Mexico, orientate, accommodate and transport reporters of press media invited by the Navy to witness the firing of the "Viking" rocket. DETCHEMENDY was with one or more members of the press during their one-day visit and overheard no member discuss, interview or converse concerning the sighting of flying discs. No Army Senior Officers were present on the occasion of the visit of the reporters. DETCHEMENDY spent much time with CLETE ROBERTS, who, he stated, carried on his person a portable type recording machine. DETCHEMENDY could not recall MARVIN MILES. DETCHEMENDY reported that IRVY KOVERMAN spent several hours at one of the tracking telescope stations. DETCHEMENDY declared that the members of the press had ample opportunity to converse with and interview White Sands Proving Ground personnel out of his hearing and observation. DETCHEMENDY was aware of the publication of the 30 August 1949 article and its contents and he stated that the Army PIO at White Sands Proving Ground branded information concerning flying discs as classified. The Army PIO at White Sands Proving Ground, unofficially was aware of the sighting of a flying disc reported 25 April 1949 by Naval Personnel. Captain WILLIAM A. GORRY, U. S. Navy, White Sands Proving Ground, after the appearance and publication of the article by ROBERTS and MILES told DETCHEMENDY that the article concerned the Navy tracking in the Spring and that they got the story from the Navy.

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APPROVED

James C. Richardson
JAMES C. RICHARDSON
Lt. Colonel, USAF
District Commander.

AFHQ FORM 15 JAN 49 O-208 Replaces AFOSI Form 4, 23 Jul 48, which may be used.

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DETAILS:

1. This investigation predicated upon undeveloped lead request set forth in the report of Special Agent JOHN F. [illegible], of the [illegible] District (IG), Kirtland AFB, New Mexico, dated 21 September [illegible].

AT ST. LOUIS, MISSOURI

2. Captain EDWARD D. DETCHEMENDY, [illegible] S. Army, Former Public Information Officer, White Sands Proving [illegible] from White Sands, New Mexico, to Bremerhaven, Germany, [illegible] October 1949, and stated he had been the Public Information Officer from [illegible] 1946 to 12 September 1949.

Captain WILLIAM A. [illegible], U. S. Navy, White Sands Proving Ground, in preparation to test-firing the "Viking" rocket during the period [illegible] August 1949, requested the presence of DETCHEMENDY from the Commanding Officer of White Sands Proving Ground to assist the Navy in the accommodation of press representatives invited to cover the firing of the Navy rocket. [illegible] Information Officers of the 12th Naval District, [illegible], who were in charge of the party of press representatives. [illegible] in the billeting, transportation and orientation of the press representatives to the rocket firing facilities of White Sands Proving Ground. [illegible] members of the press from the time they descended from their plane at about 1700 hours, 24 August 1949, at Conron Field, until their departure, [illegible] August 1949.

DETCHEMENDY recalled being present at the press conferences at which all members of the press were assembled. The first conference was convened at the Navy Officers' Mess and last 45 minutes. [illegible] gave a short introductory talk and Dr. NEWELL of the Navy Research Laboratory, gave a short talk on the "Viking" rocket. A second conference took place in the lounge of the Navy Officers' [illegible] movies of the "Viking" rocket and the German "V-2" rocket were shown. (At each conference reporters were advised that certain phases of the "Viking" rocket were classified and any information they might happen to run across was not to be published and that the Navy following the firing would hold a conference for all press representatives at which conference all the phases of the firing would be covered and the press given data they could use for publication). DETCHEMENDY stated he was with one or more members of the press at all times during the period of their visit and neither at the conferences or elsewhere heard, either directly or indirectly, any mention or discussion of flying discs.

DETCHEMENDY asserted that he found certain of the photographers and reporters were interested in various phases of the Proving Ground itself. He recalled that when he escorted the reporters to the Ballistic Measurement Section, certain reporters and photographers were interested in photographing a tracking telescope and simulating the tracking of a rocket in flight. The tracking telescopes are located five to forty five miles from the White Sands Proving Ground Headquarters. The reporters and photographers therefore because of the short length of their visit and the distance involved decided to pool their coverage of the tracking. Thus, according to DETCHEMENDY, reporters and photographers had ample opportunity out of the hearing of both himself and Naval Information Officers to talk to technicians and others on their tour of the Proving Grounds, the

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Ballistic Measurement Section and at the [illegible] sites. Anyone of the afore-mentioned personnel who knew of the [illegible] incident of last Spring may have revealed information concerning that incident [illegible].

In order to refresh his [illegible] a list of the reporters who were present for the [illegible] able to recollect CLETE ROBERTS and IRVY KOVERMAN. [illegible] considerable time with reporter CLETE ROBERTS, mainly because [illegible] from Germany in June 1949 and DETCHEMENDY had just received [illegible] to Germany and therefore DETCHEMENDY was interested in obtaining [illegible] information he could from ROBERTS regarding life in Germany. [illegible], he related, was a free-lance radio commentator who sells anything [illegible] he can pick up. ROBERTS would only publish that which he had [illegible] carried with him at all times, both in the field and [illegible] hand-carried electronic recorder and therefore may have [illegible] conversation with the person from whom he obtained the information [illegible] flying discs. DETCHEMENDY stated it was not unusual conduct for [illegible] recording machines. ROBERTS, according to [illegible] scenes and firings on the White Sands Proving Ground [illegible] by a firing officer on public address system. [illegible] on his radio during the rocket launching [illegible]. DETCHEMENDY related that at the launching site [illegible] and reporters of the press and radio and at this [illegible] of flying discs.

DETCHEMENDY did not see [illegible] of the Senior Army Officers of White Sands Proving Ground. [illegible] was absent from White Sands and Lt. Colonel [illegible] to welcome the reporters to White Sands. [illegible] presence of two Naval Information Officers, one of [illegible] a Commander. DETCHEMENDY did not see [illegible] to any White Sands [illegible] Officers; however, ROBERTS could have done so without [illegible] when he, DETCHEMENDY, was otherwise engaged. DETCHEMENDY was unable to recall [illegible] for he had no individual contact with him that enabled him to [illegible] and distinguish [illegible] from the others.

IRVY KOVERMAN, according to [illegible], was one of the individuals who went to one of the tracking telescope stations [illegible] preceding the scheduled firing. He was accompanied by personnel from the Ballistic Laboratory and went to the station closest to the Camp. KOVERMAN would have been with the personnel at the tracking telescope from about 1500 hours to 1700 hours. DETCHEMENDY did not know the personnel who manned that particular telescope on that date because he remained with the main group of the press at the Block House.

DETCHEMENDY asserted that as part of his duties as Public Information Officer he maintained clipping files on information of all kind referring to White Sands Proving Ground that appeared in various news media. DETCHEMENDY first learned of the publication of information regarding flying discs at White Sands upon reading the article published by the El Paso, Texas newspaper on or about 30 August 1949. DETCHEMENDY took the article to Brig. General BLACKMORE together with what he considered appropriate remarks; the impropriety for making such a release without naming the individual giving the information; that the release was questionable; that it was material the Army treated as classified. General BLACKMORE advised DETCHEMENDY to

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see Captain GORRY since the release had been [illegible] news covering the Navy rocket firing. DETCHEMENDY recalling the content of the article stated that it did not mention any specific branch of the Armed [illegible] as being the source of information but stated it mentioned that [illegible] officer had discussed the information. The Sunday after the [illegible] release DETCHEMENDY met Capt. GORRY and asked him about the release of the story on the flying discs at White Sands Proving Ground. GORRY told him [illegible] "There was an old thing of the Navy tracking of discs in the spring and they got the story from us" (the Navy). DETCHEMENDY judged from this and GORRY's general attitude that he did not consider the release of the story to the press anything very serious. It is DETCHEMENDY'S opinion that GORRY does not hold the tracking of so-called flying discs as anything unusual.

DETCHEMENDY revealed that from 7 April 1949 to 30 May 1949, he was in attendance at the Radiological Defense School at [illegible], Maryland. Upon his return to White Sands Proving Ground he resumed his duties as Public Information Officer and while reviewing the activities of White Sands during his absence, Sgt. FELDMAN verbally informed DETCHEMENDY of what he had heard of the actual tracking by telescope at White Sands Proving Ground of an object believed to be a flying disc. DETCHEMENDY stated he followed this information up and interviewed Mr. [illegible], Chief, Ballistic Measurement Section, White Sands Proving Ground, who informed him that the object in question had been reportedly tracked by Naval Personnel. DETCHEMENDY said no official report had ever been made of this to the Public Information Officer of the White Sands Proving Ground and he saw nothing in the newspapers concerning it.

On or about 6 July 1949, [illegible], Public Information Officer, National Military Establishment, Washington, D.C., [illegible] on his visit to White Sands Proving Grounds on a [illegible] and to gather information on possible leads for future publicity, [illegible] DETCHEMENDY visited the Naval Operations Office and there met Commander McLAUGHLIN, who, during the visit revealed to SCHOLIN and in his (DETCHEMENDY'S) presence, information regarding the tracking of the flying discs in the Spring by Naval White Sands Proving Ground personnel. DETCHEMENDY said he interrupted McLAUGHLIN and advised him the Army Public Information Officer at White Sands considered the information classified. DETCHEMENDY did this to protect the classification of the material and to call the attention of SCHOLIN to the position of the Army in the matter. McLAUGHLIN replied to DETCHEMENDY that this was all known information. DETCHEMENDY stated that he did not know what McLAUGHLIN intended to imply by that statement. Nevertheless McLAUGHLIN proceeded to go into the details for SCHOLIN of the tracking accomplished by his personnel. DETCHEMENDY again took occasion to interrupt McLAUGHLIN and reiterated to him the position of the Army and the manner it treated the subject. After leaving McLAUGHLIN'S office, DETCHEMENDY told SCHOLIN that the White Sands Proving Ground'S Public Information Officer considered all information gathered on flying discs classified and any release regarding them would stem from official information channels in Washington.

REFERRED UPON COMPLETION TO THE OFFICE OF ORIGIN

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[redacted]

UNITED STATES AIR FORCE THE INSPECTOR GENERAL OFFICE OF SPECIAL INVESTIGATIONS **REPORT OF INVESTIGATION**	FILE NO. 24-8 — DATE 21 Sept. 1949 REPORT MADE BY JOHN F. FRAMPTON
TITLE Alleged Sighting of Flying Discs, White Sands Proving Ground, New Mexico, dates unknown, as per Newspaper Los Angeles Times, dated 30 August.	REPORT MADE AT DO #17, Kirtland AFB PERIOD 19 September 1949 OFFICE OF ORIGIN DO #17, Kirtland AFB STATUS PENDING

CHARACTER SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT

REFERENCE

SYNOPSIS

This investigation requested by Headquarters, 17th District OSI, to determine the facts and circumstances surrounding the reported observation of flying discs, White Sands Proving Ground, as cited by article Los Angeles Times, dated 30 August 1949. Investigation White Sands Proving Ground disclosed article stemmed from press conference at WSPG during Navy Viking firing 25 August 1949. Further, it was disclosed that article is elaboration on facts of previously reported sighting 24 April 1949 by Mr. C.D.MOORE, General Mills Aeronautical Research, as reported by this office. Records WSPG reveal no official news release made by Army PIO that post, nor was an official release made by the Commanding General that post. Investigation disclosed that all releases regards to article Los Angeles Times, dated 30 August 1949, were released by Naval Unit WSPG. Records of the Post Intelligence Office, WSPG, reflect no sightings of any phenomenal object since MOORE's sighting 24 April 1949.

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DOYLE REES
Lt Colonel, USAF
District Commander.

HQ FORM JAN 49 O-208 Replaces AFOSI Form [redacted]

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DETAILS:

1. This investigation predicated upon the request of Headquarters, 17th District OSI, dated 31 August 1949, wherein it was requested that a newspaper article, Los Angeles Times, dated 30 August 1949, Heading: "REPORTERS HEAR DISC TALES AT WHITE SANDS" be investigated and a report submitted in accordance with AFCSI Letter 85, dated 12 August 1949.

2. This is a joint investigation by Special Agent ROBERT R. JOHNS and the writer.

AT WHITE SANDS PROVING GROUND, NEW MEXICO

3. On 19 September 1949, Brigadier General PHILIP G. BLACKMORE, Commanding General, White Sands Proving Ground, was contacted and advised that he personally had made no press release to any of the press agents present during the firing of the Navy Rocket "Viking", scheduled to be fired on 25 August 1949. In regards to the article in the Los Angeles Times, General BLACKMORE declared he was cognizant of the article but is certain that the information contained therein was not released by his Army installation. BLACKMORE further declared that he had been questioned in regards to Aerial Phenomena by news representatives but had stated to them that he possessed negative knowledge regarding the matter. BLACKMORE and his Executive Officer were inclined to believe that the news article in question is an elaboration of a previously reported Photeodolite sighting on 24 April 1949, by Mr. C.D. MOORE, representative of General Mills Aeronautical Laboratory, previously on TDY at White Sands Proving Ground.

4. In lieu of Captain EDWARD D. DETCHMENDY, Post Public Information Officer, recently placed on Leave prior to overseas shipment, Staff Sergeant WILLIAM A. FELDMAN, RA-32613758, Public Information Specialist, WSPG, was interviewed and declared that no official press release was made by the Army PIO Office, White Sands Proving Ground, in regards to any phenomenal objects having been sighted at that post, nor had ary releases been made in regards to the subject article of the Los Angeles Times. FELDMAN declared that it is an established PIO policy that all news items of national interest will first be channeled through Public Information Office Headquarters, National Military Establishment, prior to their being released, and as this policy is strictly adhered to by all PIO personnel U.S.Army, White Sands Proving Ground, he is assured that subject article was not released by his office. FELDMAN declared that he is cognizant of the article, as was Captain DETCHEMENDY, and that both he and DETCHEMENDY had determined that the article had been a Naval Unit release. FELDMAN further disclosed that during the period 24 August 1949 to 30 August 1949, the Naval Unit had sponsored the "Viking" Rocket firing, which firing was covered by numerous representatives of the press, which included both MARVIN MILES and CLETE ROBERTS of the Los Angeles Times and radio station KFWB respectively. In regards to this press conference, Capt. DETCHEMENDY

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Army PIO Officer, had been requested by the Naval Unit to handle all the details of the conference to include the preparation of the itineraries. Under these conditions, DETCHEMENDY was present during the greater portion of the press conference and FELDMAN is assured that DETCHEMENDY is aware of the Naval person or persons who made subject release to the representatives of the Los Angeles Times. An undeveloped lead is herein set forth to interview Captain DETCHEMENDY at his Leave address. Inclosed is a list of press personnel present at the conference and records of two phone calls made to the PIO in regards to the article by MILES.

5. Captain WILLIAM A. GORRY and Commander DOUGLAS C. McLAUGHLIN, U.S. Naval Unit, White Sands Proving Ground, were interviewed at their office on 19 September 1949, and advised that insofar as they were concerned the article contained in the Los Angeles Times dated 30 August 1949, contained no factual data whatsoever. GORRY declared that MARVIN MILES and CLETE ROBERTS were present as newspaper correspondents during the firing of the Navy Rocket "Viking" and that during the period of two or three days in which the firing of the rocket was postponed due to technical malfunctions, ROBERTS and MILES had questioned numerous Naval Personnel in regards to the sighting of flying discs and other aerial phenomena. GORRY admits that the details of a previous sighting, made by Mr. C. D. MOORE on 24 April 1949, had been discussed. In regards to the sighting, as cited in the newspaper article, which was alleged to have been sighted on the Friday preceding the writing of the article, Captain GORRY stated one of the visitors at White Sands Proving Ground had declared that he had observed strange objects in the sky, however, GORRY placed no confidence in the statement and further doubted the validity of the statement. On this basis, GORRY declined to divulge the name of this person. GORRY declared further that the validity of the article and even the existence of flying discs are entirely doubtful in his mind. GORRY strongly intimated that it is his belief that the article was written by the newsmen in an effort to justify their presence and existence at White Sands Proving Ground during the delayed firing of the "Viking" Rocket, declaring, "After all, they have to make a living too". The above was corroborated by Commander McLAUGHLIN. Both GORRY and McLAUGHLIN stated they possessed no further knowledge concerning the article in question.

6. 1st Lt. ALEXANDER SZABO, O-1690907, Photographic Officer, White Sands Proving Ground, was interviewed on 19 September 1949 and declared that to the best of his knowledge no photographs of flying discs had been taken by either of the photographic units at WSPG, nor had any photograph been taken which showed objects other than a missile or a rocket. To the best of SZABO's knowledge, no photographs had been obtained of a flying disc and ultimately ruined, as stated by the article.

7. On 19 September 1949, Captain PAUL W. DAVIDSON, O-54119, Post Intelligence Officer, was interviewed at his office and he stated that to the best of his knowledge, as substantiated by his records, no factual or

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official reports of sightings of any phenomenal objects has been disclosed at White Sands Proving Ground since the report of C.D.MOORE on 24 April 1949. Statement by MOORE is herein inclosed. DAVIDSON declared that in his capacity as Technical Advisor to the Public Information Office, subject article was not cleared through him prior to publication by MILES . On this basis, DAVIDSON had submitted a report for record to General BLACKMORE in which he disclosed that the article in the Los Angeles Times had not been an official WSPG release and that the information contained in the article had been disclosed to newsmen by members of the Naval Unit. DAVIDSON further declared that the Naval Unit is fully cognizant that the Army's Unconventional Aircraft Project is classified as "Restricted" and is therefore not eligible for free and full dissemination to civilian organizations.

8. No further information being obtainable at White Sands Proving Ground, undeveloped leads are set forth in an effort to determine the identity of persons declared to have sighted the objects, as stated in the article of the Los Angeles Times.

Inclosures:

FOR CG, AMC (ATTN: MCIAXO-3)

1. List of press personnel present at conference of "Viking" firing WSPG.
2. Record of phone conversation, PIO and INS representative, dtd 30 Aug.49.
3. Record of phone conversation, PIO and Mr. COWEN, Herald Post, El Paso, Texas, dated 31 August 1949.
4. Statement by Mr. C.D.MOORE, dated 27 April 1949.

FOR HEADQUARTERS OSI

Same as above.

FOR DIRECTOR OF INTELLIGENCE, USAF

Same as above.

FOR FBI, EL PASO, TEXAS

Same as above.

FOR DO #12, SCOTT AFB

Same as above.

FOR DO #18, MAYWOOD SPEC. DEPOT

Same as above.

FOR FILE

Same as above.

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UNDEVELOPED LEADS

FOR DISTRICT OFFICE NO. 12, SCOTT AFB

AT ST. LOUIS, MISSOURI

Will contact Captain EDWARD D. DETCHEMENDY, 4104 Castleman Street, to determine his knowledge regarding sighting of flying discs at White Sands Proving Ground, New Mexico, as disclosed in an article, Los Angeles Times, dated 30 August 1949, wherein it is stated that such information was obtained by MARVIN MILES and CLETE ROBERTS from two senior officers and an enlisted technician. Ascertain, if possible, from whom MILES and ROBERTS obtained their information. Obtain all information regarding the occasion when this information was given to MILES and ROBERTS. MILES and ROBERTS are Los Angeles Times reporter and KFWB newscaster respectively.

FOR DISTRICT OFFICE NO. 18, MAYWOOD SPEC DEPOT

AT LOS ANGELES, CALIFORNIA

Will locate and interview Mr. MARVIN MILES, reporter, Los Angeles Times, to determine from whom he obtained information at White Sands Proving Ground regarding the sightings of flying discs at White Sands Proving Ground. MILES was member of press conference at White Sands Proving Ground during a Navy exhibition firing on or about 24 August 1949, at which time he obtained the information for an article in the Los Angeles Times dated 30 August 1949.

AT LOS ANGELES, CALIFORNIA

Will locate and interview Mr. CLETE ROBERTS , Newscaster, Radio Station KFWB, Los Angeles, to determine from whom he obtained information at White Sands Proving Ground regarding the sightings of flying discs at White Sands Proving Ground. ROBERTS was member of press conference at White Sands Proving Ground during the Navy exhibition firing of a rocket scheduled for 24 August 1949.

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25 Aug 49

Visitors Badges Viking Project - 24 August 1949 (signed for by Capt Detchemendy)

Badge No.	ISSUED TO
300	Miles, Marvin - L A Times
301	Bath, Philip - L A Times
304	Hart, Julian - L A Examiner
306	Grant, Gordon - Hollywood Citizen News
307	Boone, Andrew - Popular Science
308	Eastburn, Glen - Aviation Progress
309	Stimson, Tom - Popular Mechanics
310	Roberts, Clete - Radio Station KFWB
311	Ray, William - Radio Station KFWB
312	Douglas, Doug - Radio Station KRKD
313	Douglas, Michael - Radio Station KRKD
314	Martin, Geo. Jr. - Mutual Broadcasting System
317	Pringal, Nelson - CBS
321	Bosworth, Ellis - AP
324	Maroney, Ray - Acme News
325	Koverman, Irvy - News of the Day
326	Grenwald, Samuel - Paramount News
327	Johnson, Joseph - Universal News
328	Vandiveer, Willard - Pathe News
329	Brick, Alfred - Fox Movietone News
330	Beice, Lt Cdr H E - USNR Escorting PIO
331	Hopkins, Floyd - Inter News Photo.
332	Hill, Gladwyn - NY Times
333	Conover, Hollywood Citizen News

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HEADQUARTERS
WHITE SANDS PROVING GROUND
PUBLIC INFORMATION SECTION
Las Cruces, New Mexico
Tel. WSPG, Ext. 215
(Night Ext. 261)

IMPORTANT INCOMING AND OUTGOING TELEPHONE MESSAGES

TO Captain E B Detchemendy

Time 3:00 Date 30 Aug 49

FROM International News Service Representative--Denver, Colo.

MESSAGE

In Captain Detchemendy's absence, representative asked to talk to secretary.

INS Rep: What is this story on the radio about some flying saucers at White Sands Proving Ground? It is put out by a Mr.Clede Roberts from Los Angeles--I believe.

Mrs. D. We have not released any information of such a nature from this office, however Mr. Roberts was a guest of the Navy last week, and if he has made a release, they will be able to give you the information on same. Shall I switch you to the Navy headquarters where you may confirm his source of information, if any?

INS. Rep: Then you do not know anything about such a story?

Mrs. D: We have no such information, nor have we made any releases, in this office. However, I will switch you to Captain Gorry, and he will be able to answer your questions--since Mr. Roberts visited th their headquarters recently.

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Switched call to Captain Gorry's extension.

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HEADQUARTERS
WHITE SANDS PROVING GROUND
PUBLIC INFORMATION SECTION
Las Cruces, New Mexico
Tel. WSPG, Ext. 215
(Night Ext. 261)

IMPORTANT INCOMING AND OUTGOING TELEPHONE MESSAGES

TO: Captain E B Detchemendy

Time 9:05 Date 31 Aug 49

FROM Mr. Cowan - Herald Post, El Paso, Texas

MESSAGE

Mr. Cowan: What is this the radios are putting out about you people at the White Sands seeing flying saucers -- or flying discs up there?

Capt D: I just heard about it from some people who came out from El Paso-- is it a story put out by a Mr. Roberts?

Mr. Cowan: Yes--a Mr. Roberts and a Mr. Miles, from Los Angeles, I believe.

Capt D: These men were here last week as guests of the Navy, and if they have any information of this type, I imagine they got it from the Navy-- shall I switch you to the Navy and let you talk with them?

Mr. Cowan: Do you have a Navy PIO?

Capt D: I'll switch you to Cdr McLaughlin, who will be able to clear you up on where the stories came from. We have had no such information here, and have made no releases at all on such

#############

Note: I believe Mr. Roberts received this information on which he based his release-- from the Navy. Cdr. McLaughlin released verbal information of a similar nature, to Mr. Scholin, Public Information representative National Military Establishment, Washington, D.C. when he was here at this post some weeks ago-- in my presence

E B DETCHEMENDY
Capt, Ord, PIO

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WHITE SANDS PROVING GROU
Las Cruces, New Mexico

UNCLASSIFIED

27 April 1949

STATEMENT

On 24 April 1949, three miles north of Arrey, New Mexico, four Navy enlisted men from White Sands Proving Ground (Chief Akers, Davidson, Fitzsimmons and Moorman) and I saw a rapidly moving object while making a pibal wind run. We released a 350 gram balloon at about 1020 MST and were following it with a standard ML-47 David White Theodolite. After the 1030 reading, Davidson took over the theodolite and Akers and I looked up to find the balloon with naked eye. We thought we had the balloon when we picked up a whitish spherical object right along the direction the theodolite was pointing (45° elevation and 210° azimuth). The object was drifting east rapidly (5° second as estimated by stopwatch and width of fingers), but we had thought to encounter similar winds on the balloon. When the distance between the theodolite and supposed balloon became apparent, I took over the theodolite and found the true balloon still there, whereupon I abandoned it and picked up the object after it came out of the sun (this gives another good bearing if you wish to work out a sun shot at 1033 MST at Arrey). The object was moving too fast to crank the theodolite around; therefore, one of the men pointed the theodolite and I looked. The object was an ellipsoid about 2½:1 ~~slantness~~ slimness ratio; ~~ratio~~ length about .02° subtended angle. White in color except for a light yellow of one side as though it were in shadow. I could not get a hard focus on the object due to the speed at which the angles changed. Therefore, I saw no good detail at all.

The azimuth angle continued to decrease as the object continued on a north heading, growing smaller in size. At around 20°-25° azimuth the azimuth held constant and the elevation angle began increasing from the 25° minimum to about 29°. The object then apparently disappeared due to distance after a

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total time of observation of about 60 seconds.

The object was not a balloon and was some distance away. Assuming escape velocity, a track is enclosed which figures elevation above the station of about 300,000 feet over the observed period. If this is true, the flight would have probably gone over the White Sands Proving Ground, Holloman Air Force Base, and Los Alamos.

C. B. MOORE
General Mills Research
Minneapolis

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OBJECT REPORT

On 24 April 1949, at 3 miles north of Arrey, New Mexico, (107° 19½' W. 32° 58½' N) 4 Navy enlisted men from White Sands Proving Ground (Chief Akers, Davidson, Fitzsimmons and Moorman) and I saw a rapidly moving object while making a pibal wind run. We had released a 350 gram balloon at about 1020 MST and were following it with a standard ML-47 (David White) theodolite. After the 1030 reading, Davidson took over the theodolite, and Akers and I looked up to find the balloon with naked eye. We thought we had the balloon when we saw a whitish spherical object right along the direction the theodolite (45° elevation and 210° azimuth) was pointing. The object was drifting east rapidly (5°/sec. as estimated by stopwatch and width of fingers) but we had thought to encounter similar winds on the balloon. When the difference in angle between the theodolite and supposed balloon became apparent, I took over the theodolite and found the true balloon still there, whereupon I abandoned it and picked up the object after it came out of the sun. (The computed bearing of sun was 127° azimuth and elevation 60°) The object was moving too fast to crank the theodolite around, therefore one of the men pointed the theodolite and I looked.

The object was an ellipsoid about 2½:1 slenderness ratio, length about .02° subtended angle, and white in color, except for a light yellow of one side as though it were in shadow. I could not get a hard focus on the object due to the speed at which the angles changed. Therefore I saw no good detail at all.

The azimuth angle continued to decrease as the object continued on a north heading, growing smaller in size. At around 20° - 25° Azimuth, the Azimuth held constant and the elevation angle began increasing from the 25° minimum to about 29°. The object then apparently disappeared due to distance after a total time of observation of about 60 seconds.

The object was not a balloon and was some distance away. Assuming escape velocity, a track was figured which put the elevation above the station of about 300,000 feet over the observed period. If this is true, the flight would have probably gone over the White Sands Proving Ground, Holloman Air Force Base and Los Alamos, and the object would have been larger than 100 feet in diameter. The questionable escape velocity assumption is based on the great decrease in apparent size and the final increase in elevation angle.

We made another pibal wind run 15 minutes later. This balloon burst after an 88 minute flight of 93,000 feet only 13 miles due south of us. Therefore this object could not have been a free balloon moving at such angular speed below 90,000 feet.

Information is desired if this was some new or experimental aircraft or for any explanation whatsoever.

C. B. MOORE, Jr.
General Mills Aeronautical Research Dept.
Minneapolis, Minnesota

NOTE:
No clouds in sky, no haze.
No noise, very quiet in area
(no cars, planes or other engines running)
No trail, no exhaust visible.
No odor.

Unidentified

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Project Grudge 306-392

MCIAXS MCRRXO 1 Aug 49 2

1. In the analysis of the data presented, the first question that must be answered - "Did the observers actually perceive the objects which they describe through their physical sensing organs or were they created within the observer, i.e. noise?" The objects have been seen simultaneously by several observers and certain common characteristics described. This is irrefutable evidence and it must be recognized that the objects which the observers reported were real and perceived from stimuli received from outside the observer.

2. Now let us examine the testimony. What are the firm facts brought out by the observers?

a. The object had contrast with the sky by virtue either of a high albedo or radiation eminating from its surface.

b. The object was moving relative to the observer. The speed at which the objects were moving cannot be established to any degree because of the lack of range information. Whether it was moving with the air mass or not is not certain. Shell observed the object to be moving retrograde to his own vehicle at an estimated 230 mph airspeed but without definite range measurement, very little can be made from this part of the observation. Bright objects appear to be larger when viewed at a distance. Consequently one could assume any number of situations which would physically satisfy the conditions described by the observer, i.e. the object could be at rest in the air mass; when viewed forward of the athwart ship axis, the object would appear large because of being a bright object at a distance in a free field, as the object came closer, its size would appear in truer perspective and to the rear of the athwart ship axis, the object would again appear to be langer. This would give the impression of great distance and consequently great speed for a given angular rate. In the case of the ground observer, the angular rate was equivalent of the anticipated motion of the air mass but of a different direction. Variation in altitude could account for this different direction of air mass; consequently, it cannot be definitely established that the bodies observed were not moving with the air mass, and on the other hand, it cannot be proved that they were. Therefore, all we can conclude was the object moved relative to the observer at an unknown speed.

c. Configuration: Elongated oval; a solid of revolution. These seem to be a common observation.

d. Size: indefinite

e. Altitude: Shell reported what can be considered a reliable observation of beneath the level of his own vehicle which was at 9000 ft. above mean sea level and 4000 to 5000 ft. above the terrain.

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f. Geographic: It is to be noted that the local of these two observations was in the semi-desert waste lands of Western U.S., in general, a region of low surface earth conductivity and low humidity and sharp changes in the refractive index of light and temperature near the surface of the earth and high thermal current in the air mass .

3. Let us consider the objects and phenomena which inhabitate or manifest themselves in the atmosphere near the surface of the earth.

a. Natural: Animal Life

birds
bugs

Physical Disturbances

Particles - dust - water vapor
Optical Anomalies
Energy Exchanges

b. Airborn Vehicles

Conventional
Non-conventional

and let us discuss each of the items:

(1) Of the animal life that can make itself airborn, only two general classes need be considered - birds and bugs. Both of these can propel themselves in the atmosphere and have been reported found at high altitudes probably as a result of the vertical motion of air masses and not of their own locomotion. That these animals could give the configuration and albedo reported by the observers is possible. Swarms of bugs are known to make mass migrations and are believed to be responsible for the "angels" sometimes seen on Radar presentations. The arbitrary weighing given to the plausibility of the objects reported being animal life is one-tenth, where unity is defined as certainty.

(2) Physical disturbances, by which is meant any disturbance to the natural homogeneous distribution of the constituents of the atmosphere and their energies, such as dust particles, accelerated by thermals or water vapor or ice particles, could conceivably assume the configuration reported. That dust laden air can be made to retain its original configuration for long periods of time is evidenced by the British experiments for determining the velocity of the upper air mass (100,000 ft.) by the use of puffs of smoke from rifles. These particles can also have the albedo observed. There are other phenomena which are the result of energy exchanges which gives small masses of gas luminosity and self propelling energies, one of these if the "Fire Ball" or nitrogen glow discharge that often is seen accompanying static discharges. Optical anomalies are common in tropical atmospheres and varying indices of

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Project Grudge 306-392

MCIAXS MCRRXO 1 Aug 49 2
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of refraction give curved paths to light propogation. Although there is little evidence to support the optical anomaly conclusion, is there reason to exclude it? The arbitrary weighing given the probability of physical disturbances being the phenomena observed is two-tenths.

(3) The conventional airborn vehicles, when viewed from a distance at unfavorable aspects, do present the appearance of ellipsoid, have the appearance of reflection observed and commonly frequent the atmosphere close to the earth. However, when viewed from less than 10 miles over a period of minutes, most aircraft would present a recognizable configuration. The arbitrarily assigned probability is one-tenth.

(4) For non-conventional aircraft, one must say that no such configurations are known to Allied aircraft designers; that no propulsion systems capable of moving against estimatable (from our present aeronautical engineering knowledge) drag forces through the distances commensurate with the spheres of our influence are known. Yet this exists as a possibility and the arbitrarily assigned probability is one-tenth.

4. On a scale of probability where six-tenths is the minimum necessary to make a prediction, we can intelligently make no conclusions as to the nature of the objects observed.

3 Incls.
n/c

T. K. OLIVER
Captain, USAF
Acting Chief
Office of Air Research

BBJ/rcm
2-9123
Bldg.190T

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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-65	DATE 25 October 1949 gam
REPORT MADE BY	PAUL A. MILLER
REPORT MADE AT	DO #12, Scott AFB
PERIOD	12 October 1949
OFFICE OF ORIGIN	DO #17, Kirtland AFB
STATUS	R U C

TITLE

Alleged Sighting of Flying Discs, White Sands Proving Ground, New Mexico, dates unknown, as per Newspaper Los Angeles Times, dated 30 August.

CHARACTER

SPECIAL INQUIRY

REFERENCE

DO #17 report of S/A JOHN F. FRAMPTON, dtd 21 Sept 49, file 24-8

SYNOPSIS

Capt. EDWARD D. DETCHEMENDY, on 25 August 1949, assisted Naval Authorities, at White Sands Proving Ground, New Mexico, orientate, accommodate and transport reporters of press media invited by the Navy to witness the firing of the "Viking" rocket. DETCHEMENDY was with one or more members of the press during their one-day visit and overheard no member discuss, interview or converse concerning the sighting of flying discs. No Army Senior Officers were present on the occasion of the visit of the reporters. DETCHEMENDY spent much time with CLETE ROBERTS, who, he stated, carried on his person a portable type recording machine. DETCHEMENDY could not recall MARVIN MILES. DETCHEMENDY reported that IRVY KOVERMAN spent several hours at one of the tracking telescope stations. DETCHEMENDY declared that the members of the press had ample opportunity to converse with and interview White Sands Proving Ground personnel out of his hearing and observation. DETCHEMENDY was aware of the publication of the 30 August 1949 article and its contents and he stated that the Army PIO at White Sands Proving Ground branded information concerning flying discs as classified. The Army PIO at White Sands Proving Ground, unofficially was aware of the sighting of a flying disc reported 25 April 1949 by Naval Personnel. Captain WILLIAM A. GORRY, U. S. Navy, White Sands Proving Ground, after the appearance and publication of the article by ROBERTS and MILES told DETCHEMENDY that the article concerned the Navy tracking in the Spring and that they got the story from the Navy.

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James C. Richardson
JAMES C. RICHARDSON
Lt. Colonel, USAF
District Commander.

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DETAILS:

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1. This investigation predicated upon undeveloped lead request set forth in the report of Special Agent JOHN F. FRAMPTON, of the 17th OSI District (IG), Kirtland AFB, New Mexico, dated 21 September 1949, file number 24-8.

AT ST. LOUIS, MISSOURI

2. Captain EDWARD D. DETCHEMENDY, O-45117, Ordnance, U. S. Army, Former Public Information Officer, White Sands Proving Ground, New Mexico, enroute from White Sands, New Mexico, to Bremerhaven, Germany, was interviewed 12 October 1949, and stated he had been the Public Information Officer from August 1948 to 12 September 1949.

Captain WILLIAM A. GORRY, U. S. Navy, White Sands Proving Ground, in preparation to test-firing the "Viking" rocket during the period 22—26 August 1949, requested the presence of DETCHEMENDY from the Commander of White Sands Proving Ground to assist the Navy in the accommodation of press reporters being sent to cover the firing of the Navy rocket. He was to assist Naval Public Information Officers of the 12th Naval District, San Diego, California, who were in charge of the party of press representatives. DETCHEMENDY assisted in the billeting, transportation and orientation of the press representatives on the rocket firing facilities of White Sands Proving Ground. DETCHEMENDY stated he was with the members of the press from the time they descended from their plane at about 1700 hours, 24 August 1949, at Conron Field, until their departure, 25 August 1949.

DETCHEMENDY recalled being present at two press conferences at which all members of the press were assembled. The first conference occurred at the Navy Officers' Mess and last 45 minutes. GORRY made a short introductory talk and Dr. NEWELL of the Navy Research Laboratory, gave a short talk on the "Viking" rocket. A second conference took place in the Lounge of the Army Officers' Club and movies of the "Viking" rocket and the German "V-2" rocket were shown. (At conferences reporters were advised that certain phases of the "Viking" rocket were classified and any information they might happen to run across was not to be printed and that the Navy following the firing would hold a conference for all press representatives at which conference all the phases of the firing would be covered and the press given data they could use for publication). DETCHEMENDY stated he was with one or more members of the press at all times during the period of their visit and neither at the conferences or elsewhere heard, either directly or indirectly, any mention or discussion of flying discs.

DETCHEMENDY asserted that he found certain of the photographers and reporters were interested in various phases of the Proving Ground itself. He recalled that when he escorted the reporters to the Ballistic Measurement Section, certain reporters and photographers were interested in photographing a tracking telescope and simulating the tracking of a rocket in flight. The tracking telescopes are located five to forty five miles from the White Sands Proving Ground Headquarters. The reporters and photographers therefore because of the short length of their visit and the distance involved decided to pool their coverage of the tracking. Thus, according to DETCHEMENDY, reporters and photographers had ample opportunity out of the hearing of both himself and Naval Information Officers to talk to technicians and others on their tour of the Proving Grounds, the

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Ballistic Measurement Section and at the tracking telescope sites. Anyone of the afore-mentioned personnel who knew of the reported incident of last Spring may have revealed information concerning that incident to the reporters.

In order to refresh his memory DETCHEMENDY was shown a list of the reporters who were present for the Naval firing. DETCHEMENDY was able to recollect CLETE ROBERTS and IRVY KOVERMAN. DETCHEMENDY stated he spent considerable time with reporter CLETE ROBERTS, mainly becasue ROBERTS had returned from Germany in June 1949 and DETCHEMENDY had just received orders assigning him to Germany and therefore DETCHEMENDY was interested in obtaining all the first-hand information he could from ROBERTS regarding life in Germany. Mr. ROBERTS, he related, was a free-lance radio commentator who sells anything of news value he can pick up. ROBERTS would only publish that which he had proof of. ROBERTS carried with him at all times, both in the field and at press conferences, a portable hand-carried electronic recorder and therefore may have an actual recording of the conversation with the person from whom he obtained the information regarding flying discs. DETCHEMENDY stated it was not unusual conduct for reporters like ROBERTS to carry recording machines. ROBERTS, according to DETCHEMENDY, always turned on his mikes for sounds and firings on the White Sands Proving Ground range which are directed by a firing officer on public address system. DETCHEMENDY alerted ROBERTS when to turn on his radio during the rocket launching preparation at the launching site. DETCHEMENDY related that at the launching site he was with twelve (12) photographers and reporters of the press and radio and at this time also he heard no mention of flying discs.

DETCHEMENDY did not see ROBERTS converse with or interview any of the Senior Army Officers of White Sands Proving Grounds. Brig. General BLACKMORE was absent from White Sands and Lt. Colonel EIFLER appeared on the scene only briefly to welcome the reporters to White Sands. DETCHEMENDY did see ROBERTS in the presence of two Naval Information Officers, one of whom was a Lieutenant and the other a Commander. DETCHEMENDY did not see ROBERTS talk to any White Sands Naval Officers; however, ROBERTS could have done so without his knowledge when he, DETCHEMENDY, was otherwise engaged. DETCHEMENDY was unable to recall MILES for he had no individual contact with him that enabled him to remember and distinguish MILES from the others.

IRVY KOVERMAN, according to DETCHEMENDY, was one of the individuals who went to one of the tracking telescope stations the afternoon preceeding the scheduled firing. He was accompanied by personnel from the Ballistic Laboratory and went to the station closest to the Camp. KOVERMAN would have been with the personnel at the tracking telescope from about 1500 hours to 1700 hours. DETCHEMENDY did not know the personnel who manned that particular telescope on that date because he remained with the main group of the press at the Block House.

DETCHEMENDY asserted that as part of his duties as Public Information Officer he maintained clipping files on information of all kind referring to White Sands Proving Ground that appeared in various news media. DETCHEMENDY first learned of the publication of information regarding flying discs at White Sands upon reading the article published by the El Paso, Texas newspaper on or about 30 August 1949. DETCHEMENDY took the article to Brig. General BLACKMORE together with what he considered appropriate remarks; the impropriety for making such a release without naming the individual giving the information; that the release was questionable; that it was material the Army treated as classified. General BLACKMORE advised DETCHEMENDY to

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Ballistic Measurement Section and at the tracking telescope sites. Anyone of the afore-mentioned personnel who knew of the reported incident of last Spring may have revealed information concerning that incident to the reporters.

In order to refresh his memory DETCHEMENDY was shown a list of the reporters who were present for the Naval firing. DETCHEMENDY was able to recollect CLETE ROBERTS and IRVY KOVERMAN. DETCHEMENDY stated he spent considerable time with reporter CLETE ROBERTS, mainly becasue ROBERTS had returned from Germany in June 1949 and DETCHEMENDY had just received orders assigning him to Germany and therefore DETCHEMENDY was interested in obtaining all the first-hand information he could from ROBERTS regarding life in Germany. Mr. ROBERTS, he related, was a free-lance radio commentator who sells anything of news value he can pick up. ROBERTS would only publish that which he had proof of. ROBERTS carried with him at all times, both in the field and at press conferences, a portable hand-carried electronic recorder and therefore may have an actual recording of the conversation with the person from whom he obtained the information regarding flying discs. DETCHEMENDY stated it was not unusual conduct for reporters like ROBERTS to carry recording machines. ROBERTS, according to DETCHEMENDY, always turned on his mikes for sounds and firings on the White Sands Proving Ground range which are directed by a firing officer on public address system. DETCHEMENDY alerted ROBERTS when to turn on his radio during the rocket launching preparation at the launching site. DETCHEMENDY related that at the launching site he was with twelve (12) photographers and reporters of the press and radio and at this time also he heard no mention of flying discs.

DETCHEMENDY did not see ROBERTS converse with or interview any of the Senior Army Officers of White Sands Proving Grounds. Brig. General BLACKMORE was absent from White Sands and Lt. Colonel EIFLER appeared on the scene only briefly to welcome the reporters to White Sands. DETCHEMENDY did see ROBERTS in the presence of two Naval Information Officers, one of whom was a Lieutenant and the other a Commander. DETCHEMENDY did not see ROBERTS talk to any White Sands Naval Officers; however, ROBERTS could have done so without his knowledge when he, DETCHEMENDY, was otherwise engaged. DETCHEMENDY was unable to recall MILES for he had no individual contact with him that enabled him to remember and distinguish MILES from the others.

IRVY KOVERMAN, according to DETCHEMENDY, was one of the individuals who went to one of the tracking telescope stations the afternoon preceeding the scheduled firing. He was accompanied by personnel from the Ballistic Laboratory and went to the station closest to the Camp. KOVERMAN would have been with the personnel at the tracking telescope from about 1500 hours to 1700 hours. DETCHEMENDY did not know the personnel who manned that particular telescope on that date because he remained with the main group of the press at the Block House.

DETCHEMENDY asserted that as part of his duties as Public Information Officer he maintained clipping files on information of all kind referring to White Sands Proving Ground that appeared in various news media. DETCHEMENDY first learned of the publication of information regarding flying discs at White Sands upon reading the article published by the El Paso, Texas newspaper on or about 30 August 1949. DETCHEMENDY took the article to Brig. General BLACKMORE together with what he considered appropriate remarks; the impropriety for making such a release without naming the individual giving the information; that the release was questionable; that it was material the Army treated as classified. General BLACKMORE advised DETCHEMENDY to

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see Captain GORRY since the release had been made to newspapers covering the Navy rocket firing. DETCHEMENDY recalling the content of the article stated that it did not mention any specific branch of the Armed Forces as having been the source of information but stated it mentioned that two high ranking officers had discussed the information. The Sunday after the appearance of the story, DETCHEMENDY met Capt. GORRY and asked him about the release of the story regarding flying discs at White Sands Proving Ground. GORRY told DETCHEMENDY, "it was that same old thing of the Navy tracking of discs in the Spring and that they got this story from us" (the Navy). DETCHEMENDY judged from Captain GORRY'S manner and attitude that he did not consider the release of the story to the news as anything very serious. It is DETCHEMENDY'S opinion that GORRY does not believe the tracking of so-called flying discs as anything unusual.

DETCHEMENDY revealed that from 7 April 1949 to 30 May 1949, he was in attendance at the Radiological Defense School at Biloxi, Mississippi. Upon his return to White Sands Proving Ground he resumed his duties as Public Information Officer and while reviewing the activities of White Sands during his absence, Sgt. FELDMAN verbally informed DETCHEMENDY that he had heard of the actual tracking by telescope at White Sands Proving Ground of what was believed to be a flying disc. DETCHEMENDY stated he followed this information up and interviewed Mr. CLYDE TOMBAUGH, Chief, Ballistic Measurement Section, White Sands Proving Ground, who informed him that the object in question had been reportedly tracked by Naval Personnel. DETCHEMENDY said no official report had been made of this to the Public Information Officer of the White Sands Proving Ground and he saw nothing in the newspapers concerning it.

On or about 6 July 1949, Mr. SCHOLIN, Public Information Officer, National Military Establishment, Washington, D. C., made a one day visit to White Sands Proving Grounds on a general orientation tour of White Sands and to gather information on possible leads for future releases. SCHOLIN and DETCHEMENDY visited the Naval Operations Office and there met Commander McLAUGHLIN, who, during the visit revealed to SCHOLIN and in his (DETCHEMENDY) presence, information regarding the tracking of the flying discs in the Spring by Naval White Sands Proving Ground personnel. DETCHEMENDY said he interrupted McLAUGHLIN and advised him the Army Public Information Officer at White Sands considered the information classified. DETCHEMENDY did this to protect the classification of the material and to call the attention of SCHOLIN to the position of the Army in the matter. McLAUGHLIN replied to DETCHEMENDY that this was all known information. DETCHEMENDY stated that he did not know what McLAUGHLIN intended to imply by that statement. Nevertheless McLAUGHLIN proceeded to go into the details for SCHOLIN of the tracking accomplished by his personnel. DETCHEMENDY again took occasion to interrupt McLAUGHLIN and reiterated to him the position of the Army and the manner it treated the subject. After leaving McLAUGHLIN'S office, DETCHEMENDY told SCHOLIN that the White Sands Proving Ground'S Public Information Officer considered all information gathered on flying discs classified and any release regarding them would stem from official information channels in Washington.

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DO #12, OSI 24-65

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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO.
24-65

DATE
25 October 1949

REPORT MADE BY
PAUL A. MILLER

TITLE
Alleged Sighting of Flying Discs, White Sands Proving Ground, New Mexico, dates unknown, as per Newspaper Los Angeles Times, dated 30 August.

REPORT MADE AT
DO #12, Scott AFB

PERIOD
12 October 1949

OFFICE OF ORIGIN
DO #17, Kirtland AFB

STATUS
R U C

CHARACTER
SPECIAL INQUIRY

REFERENCE
DO #17 report of S/A JOHN F. FRAMPTON, dtd 21 Sept 49, file 24-8

SYNOPSIS

Capt. EDWARD D. DETCHEMENDY, on 25 August 1949, assisted Naval Authorities, at White Sands Proving Ground, New Mexico, orientate, accommodate and transport reporters of press media invited by the Navy to witness the firing of the "Viking" rocket. DETCHEMENDY was with one or more members of the press during their one-day visit and overheard no member discuss, interview or converse concerning the sighting of flying discs. No Army Senior Officers were present on the occasion of the visit of the reporters. DETCHEMENDY spent much time with CLETE ROBERTS, who, he stated, carried on his person a portable type recording machine. DETCHEMENDY could not recall MARVIN MILES. DETCHEMENDY reported that IRVY KOVERMAN spent several hours at one of the tracking telescope stations. DETCHEMENDY declared that the members of the press had ample opportunity to converse with and interview White Sands Proving Ground personnel out of his hearing and observation. DETCHEMENDY was aware of the publication of the 30 August 1949 article and its contents and he stated that the Army PIO at White Sands Proving Ground branded information concerning flying discs as classified. The Army PIO at White Sands Proving Ground, unofficially was aware of the sighting of a flying disc reported 25 April 1949 by Naval Personnel. Captain WILLIAM A. GORRY, U. S. Navy, White Sands Proving Ground, after the appearance and publication of the article by ROBERTS and MILES told DETCHEMENDY that the article concerned the Navy tracking in the Spring and that they got the story from the Navy.

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James C. Richardson
JAMES C. RICHARDSON
Lt. Colonel, USAF
District Commander.

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DETAILS:

1. This investigation predicated upon undeveloped lead request set forth in the report of Special Agent JOHN F. FRAMPTON, of the 17th OSI District (IG), Kirtland AFB, New Mexico, dated 21 September 1949, file number 24-8.

AT ST. LOUIS, MISSOURI

2. Captain EDWARD D. DETCHEMENDY, O-45117, Ordnance, U. S. Army, Former Public Information Officer, White Sands Proving Ground, New Mexico, enroute from White Sands, New Mexico, to Bremerhaven, Germany, was interviewed 12 October 1949, and stated he had been the Public Information Officer from August 1948 to 12 September 1949.

Captain WILLIAM A. GORRY, U. S. Navy, White Sands Proving Ground, in preparation to test-firing the "Viking" rocket during the period 22--26 August 1949, requested the presence of DETCHEMENDY from the Commander of White Sands Proving Ground to assist the Navy in the accommodation of press reporters being sent to cover the firing of the Navy rocket. He was to assist Naval Public Information Officers of the 12th Naval District, San Diego, California, who were in charge of the party of press representatives. DETCHEMENDY assisted in the billeting, transportation and orientation of the press representatives on the rocket firing facilities of White Sands Proving Ground. DETCHEMENDY stated he was with the members of the press from the time they descended from their plane at about 1700 hours, 24 August 1949, at Conren Field, until their departure, 25 August 1949.

DETCHEMENDY recalled being present at two press conferences at which all members of the press were assembled. The first conference occurred at the Navy Officers' Mess and last 45 minutes. GORRY made a short introductory talk and Dr. NEWELL of the Navy Research Laboratory, gave a short talk on the "Viking" rocket. A second conference took place in the Lounge of the Army Officers' Club and movies of the "Viking" rocket and the German "V-2" rocket were shown. (At conferences reporters were advised that certain phases of the "Viking" rocket were classified and any information they might happen to run across was not to be printed and that the Navy following the firing would hold a conference for all press representatives at which conference all the phases of the firing would be covered and the press given data they could use for publication). DETCHEMENDY stated he was with one or more members of the press at all times during the period of their visit and neither at the conferences or elsewhere heard, either directly or indirectly, any mention or discussion of flying discs.

DETCHEMENDY asserted that he found certain of the photographers and reporters were interested in various phases of the Proving Ground itself. He recalled that when he escorted the reporters to the Ballistic Measurement Section, certain reporters and photographers were interested in photographing a tracking telescope and simulating the tracking of a rocket in flight. The tracking telescopes are located five to forty five miles from the White Sands Proving Ground Headquarters. The reporters and photographers therefore because of the short length of their visit and the distance involved decided to pool their coverage of the tracking. Thus, according to DETCHEMENDY, reporters and photographers had ample opportunity out of the hearing of both himself and Naval Information Officers to talk to technicians and others on their tour of the Proving Grounds, the

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Ballistic Measurement Section and at the tracking telescope sites. Anyone of the afore-mentioned personnel who knew of the reported incident of last Spring may have revealed information concerning that incident to the reporters.

In order to refresh his memory DETCHEMENDY was shown a list of the reporters who were present for the Naval firing. DETCHEMENDY was able to recollect CLETE ROBERTS and IRVY KOVERMAN. DETCHEMENDY stated he spent considerable time with reporter CLETE ROBERTS, mainly becasue ROBERTS had returned from Germany in June 1949 and DETCHEMENDY had just received orders assigning him to Germany and therefore DETCHEMENDY was interested in obtaining all the first-hand information he could from ROBERTS regarding life in Germany. Mr. ROBERTS, he related, was a free-lance radio commentator who sells anything of news value he can pick up. ROBERTS would only publish that which he had proof of. ROBERTS carried with him at all times, both in the field and at press conferences, a portable hand-carried electronic recorder and therefore may have an actual recording of the conversation with the person from whom he obtained the information regarding flying discs. DETCHEMENDY stated it was not unusual conduct for reporters like ROBERTS to carry recording machines. ROBERTS, according to DETCHEMENDY, always turned on his mikes for sounds and firings on the White Sands Proving Ground range which are directed by a firing officer on public address system. DETCHEMENDY alerted ROBERTS when to turn on his radio during the rocket launching preparation at the launching site. DETCHEMENDY related that at the launching site he was with twelve (12) photographers and reporters of the press and radio and at this time also he heard no mention of flying discs.

DETCHEMENDY did not see ROBERTS converse with or interview any of the Senior Army Officers of White Sands Proving Grounds. Brig. General BLACKMORE was absent from White Sands and Lt. Colonel EIFLER appeared on the scene only briefly to welcome the reporters to White Sands. DETCHEMENDY did see ROBERTS in the presence of two Naval Information Officers, one of whom was a Lieutenant and the other a Commander. DETCHEMENDY did not see ROBERTS talk to any White Sands Naval Officers; however, ROBERTS could have done so without his knowledge when he, DETCHEMENDY, was otherwise engaged. DETCHEMENDY was unable to recall MILES for he had no individual contact with him that enabled him to remember and distinguish MILES from the others.

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DETCHEMENDY revealed that from 7 April 1949 to 30 May 1949, he was in attendance at the Radiological Defense School at Biloxi, Mississippi. Upon his return to White Sands Proving Ground he resumed his duties as Public Information Officer and while reviewing the activities of White Sands during his absence, Sgt. FELDMAN verbally informed DETCHEMENDY that he had heard of the actual tracking by telescope at White Sands Proving Ground of what was believed to be a flying disc. DETCHEMENDY stated he followed this information up and interviewed Mr. CLYDE TOMBAUGH, Chief, Ballistic Measurement Section, White Sands Proving Ground, who informed him that the object in question had been reportedly tracked by Naval Personnel. DETCHEMENDY said no official report had been made of this to the Public Information Officer of the White Sands Proving Ground and he saw nothing in the newspapers concerning it.

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HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS
REPORT OF INVESTIGATION

FILE NO. 24-185/3

DATE 26 October 1949

REPORT MADE BY JAMES B. SHILEY

TITLE Alleged Sighting of Flying Discs, White Sands Proving Ground, New Mexico, dates unknown, as per Newspaper Los Angeles Times, dated 30 August.

REPORT MADE AT DO #18, Maywood, California

PERIOD 14, 17, 18 October 1949

OFFICE OF ORIGIN DO #17, Kirtland AFB

STATUS RUC

CHARACTER SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT

REFERENCE Report of S/A JOHN F. FRAMPTON, DO #17, 21 September 1949

SYNOPSIS

MARVIN MILES, Aviation Editor, Los Angeles Times, Los Angeles, California, refused to reveal source for his story appearing in 30 August 1949 issue of the Times wherein it was stated that an object was sighted in the sky at White Sands Proving Ground as late as Friday (26 August 1949). MILES did state, however, that he was in the Captain's office of the USN when he overheard part of the verbal report on the sighting of the object. MILES said the Captain (believed to be Capt. GORRY) knew origin of the report since it was made to him. MILES would not elaborate other than to state that the source was also an officer at the USN, WSPG, and was not an official visitor nor an enlisted Navy man. CLETE ROBERTS, Newscaster, Station KFWB, Hollywood, California, stated that much of the information contained in his newscast was obtained from remarks made by Commander McLAUGHLIN, USN, WSPG. Commander McLAUGHLIN mentioned, according to ROBERTS, the fact that an object had been sighted in the sky recently and that the photographs thereof "didn't turn out." ROBERTS said that he believed that MILES' source for the recent sighting of an object in the sky was a Naval Commander, believed to be named JANSEN. AUSTIN CONOVER, Reporter, Hollywood Citizen-News, Hollywood, California, also published an article concerning the sighting of "flying disks" or "flying saucers" at WSPG, and stated sources were USN Commanding Officer at WSPG (believed to be Captain GORRY) and others cited in his article: Commander ROBERT McLAUGHLIN and HOMER E. NEWELL, JR.

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Keefe O'Keefe
KEEFE O'KEEFE
Lt. Colonel, USAF
DISTRICT COMMANDER

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DETAILS:

1. This investigation was conducted in order to determine who had furnished information at White Sands Proving Ground regarding the sighting of flying disks to MARVIN MILES, Reporter, Los Angeles Times, and CLETE ROBERTS, Newscaster, Radio Station KFWB.

AT LOS ANGELES, CALIFORNIA

2. Prior to interview with MILES, a copy of his article released in the Los Angeles Times on Tuesday, 30 August 1949, was secured and is being forwarded to DO #17 with copies of this report. The article reads as follows:

"U. S. OFFICERS SEE FLYING SAUCERS

BY MARVIN MILES

"WHITE SANDS PROVING GROUND, N.M., Aug. 29--Flying saucers--or at least mysterious flying "objects"--have been sighted by service personnel at this vital center of America's upper air research.

"I talked with three men, two senior officers and an enlisted technician, who reported seeing strange objects in the sky, one as recently as last Friday during preparation for a high-altitude missile flight.

"In all fairness, it must be pointed out that other officers and engineers at White Sands scoff at the reports and put them down to imagination, weather balloons, dual images in high-powered optical equipment, or possibly distant planes reflecting sunlight.

"Experienced Observers

"Yet the men who gave these reports presumably are familiar with such possibilities and well acquainted with the appearance of balloons and planes and the quixotic results of staring at a fixed point in the sky for long moments.

"One officer believes, sincerely, that the objects seen are space ships and declared that a ballistic formula applied to one observation through a photo theodolite showed the 'ship' was 35 to 40 miles high--an 'egg-shaped' craft of fantastic size and traveling at incredible speeds of three to four miles a second!

"The observer in this case, he said, was tracking a balloon into the upper air when the object swept across the balloon's path and cavorted for some 10 seconds--taking turns up to 22 times the force of gravity--before it disappeared. It had no visible means of propulsion.

"The enlisted technician reported seeing an object at 3:35 p.m., last June 14, as he was tracking the course of a V-2 test rocket in a 20-power

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elevation telescope, an instrument that can follow a missile to altitudes of 100 miles or more.

"'I don't know what it was, but I had never seen anything like it before,' he told me. 'It seemed to be metallic, but I couldn't tell its size, its speed or its altitude. It would be impossible unless you knew one of the three factors.'

"He added he had informed his superiors of the incident and was told the next morning he had seen a 'disk.'

"Weather Balloon?

"A check of one officer elicited the response: 'It was probably a weather balloon,' but he declared the enlisted technician is considered 'a reliable man.'

"Last Friday's object was seen by a senior officer shortly after 11 a.m. and reported to the unit commander. The observer was preparing for a missile firing and scanning the skies through binoculars.

"'I don't know what it was, but it came out of the north in a shallow dive and turned west. No. I wouldn't guess at speed or size.'

"He hastened to explain he is a 'skeptic.'

"Proof for Skeptic

"'Isn't seeing such a thing the best proof for a skeptic,' he was asked.

"'I should say it was,' he smiled. 'But I just saw something and reported it.'

"In all, some five reports have been made in the last six months, one officer said, with only one last year.

"On one occasion, he told me, three of four officers saw a flying object with the naked eye, and at another time two smaller objects were observed to 'chase' a test rocket. These may have been dual images on the telescopes, he said, although they were seen from several widely separated stations.

"These reports tend to take the 'flying saucer' question out of the realm of housewives' stories and the tales of air transport pilots. Still they have actually proved nothing--merely added to the mystery."

3. It is observed that the title of the article as given in the reference report was, "REPORTERS HEAR DISC TALES AT WHITE SANDS," and mentioned the fact

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that photographs of the object had been ruined. The aforequoted article was secured from the pictorial issue of the Times and therefore may have been changed somewhat from the other issues.

4. MARVIN MILES, Aviation Editor, Los Angeles Times, Times Building, 202 First Street, Los Angeles, was questioned concerning his article and his first remark was, "Do you think I made it up?" MILES was definitely reluctant to talk as to the source of the information for his article but finally gave the following account.

5. MILES stated that he was in the Navy Office at White Sands Proving Ground when someone came in the office to talk with the Captain. MILES claimed he could not recall the Captain's name and when the name "GORRY" was suggested to him he said he guessed that was the name. At any rate, the "someone" was a man who made a report to the Captain concerning the sighting of an object in the sky on Friday (26 August 1949). MILES claimed that he overheard part of the story but claimed he could not recall exactly what he had overheard. However, he further claimed that he did not talk to the man at the time but later sought him out and questioned him further. MILES said the man refused to give his name but he later learned the man's name and that the man was not a civilian visitor, not a member of the press who were at WSPG during that period, but was a naval officer. MILES would not give the rank of the officer nor would he give the writer the name of the officer, but added that Captain GORRY could supply that information if OSI needed it. MILES then wanted to know if OSI was "trying to get someone in trouble" and he was advised that the purpose of the inquiry was to determine his source for his story in order that that person could be interviewed for further details.

6. MILES called attention of the writer to the second paragraph of his article wherein he stated that three men, two senior officers and an enlisted technician, had reported seeing strange objects in the sky, one as recently as last Friday (26 August 1949) during preparation for a high-altitude missile flight. MILES said that this was true. He stated that one of these officers, whose name he would not furnish, had told him about other occurrences which had been noted at WSPG. MILES strongly suggested that the officer in question was Commander DOUGLAS C. McLAUGHLIN, U.S.N., WSPG, but claimed he did not recall the officer's name. The second officer mentioned in his article was apparently also officially stationed at WSPG from the way MILES talked, but he would not elaborate on this.

7. MILES disclaimed any knowledge about an allegation or rumor of any photographs being spoiled when the object reported to have been spotted on 26 August 1949 was seen.

8. CLETE ROBERTS, Newscaster, Radio Station KFWB, Hollywood, appeared very cooperative during the interview with him and stated that he did not know for sure but he thought that the source for the 26 August 1949 sighting of the object in the sky was a Commander JANSEN, or some such name, but that MILES, not he, got this story. ROBERTS intimated that MILES had told him this.

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9. ROBERTS advised that he did not intend to break any story about the objects sighted in the sky at WSPG but that on Tuesday morning, 30 August 1949, he noticed MILES' article in the Times. ROBERTS further advised that he called MILES and said in effect that he thought that there was to be no publicity on the matter, to which MILES replied to the effect that GLAD HILL (GLADWYN HILL of New York Times who also attended the WSPG test) was going to break a story and he "wanted to beat him to the punch." ROBERTS stated that he communicated with HILL and HILL denied that he was going to release any such story.

10. ROBERTS further stated that since MILES' story had already broken he, ROBERTS, saw no harm in broadcasting a little news item on his radio newscasting program since his sponsor might "wonder where he was" since MILES had a story and he also had been to the same tests at WSPG but had no news similar to MILES'. As a result ROBERTS said that he mentioned over the radio on 30 August 1949 that objects had been sighted in the sky at WSPG and made a few remarks about the type of objects, the speed of the objects and the height of the objects in the sky. ROBERTS further said that subsequently he saw Commander McLAUGHLIN and apologized to the Commander for the newscast and Commander McLAUGHLIN said, "Oh, that's all right. I don't care."

11. ROBERTS went on to state that he received quite a bit of information on the subject from Commander McLAUGHLIN, among which were:

a. WSPG had an observation point located about 42 miles from WSPG located on a hilltop where observations had been made of objects in the sky since 1947.

b. Objects other than rockets have been sighted in the sky.

c. On one occasion two disks, or objects, were sighted in the sky and were flying alongside of a V-2 test rocket, one on each side of the rocket. One of the objects dropped behind the rocket in the vapor trail and then pulled up again to the former position at the side of the rocket, and then both objects shot ahead.

d. In all probability some men from somewhere or objects from other planets were checking on the tests--based on the fact that such occurrences seemed to take place only during the rocket and other types of tests.

e. Planet MARS will be closer to the earth in a short time than it was three years ago.

f. Objects have been sighted at least six times.

12. ROBERTS stated that in addition to the above remarks he was also amazed that the U. S. Navy allowed an executive of a minor radio station to bring his young son and allowed the boy to sit in on the orientation lecture to the news and radio group. ROBERTS did not mention the names of these two but it is presumed from an examination of the list of visitors at the Naval rocket test that

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he referred to DOUG DOUGLAS and MICHAEL DOUGLAS, both of whom were allegedly representing Radio Station KRKD, (Los Angeles). The orientation lecture was given by Captain GORRY, according to ROBERTS.

13. ROBERTS was questioned further about any knowledge of a recent sighting of an object as indicated in MILES' article heretofore quoted and he stated that he "was not in on this" but put "two and two together" and related the following incident. ROBERTS stated that he was recording for a future broadcast and was under and past the restraining ropes, where the rest of the visiting newsmen were, in order that he might get the oxygen "swoosh" as it was being pumped into the rocket. As he stepped back under the restraining ropes he overheard Commander McLAUGHLIN say something to someone--identity not known--about objects being sighted in the sky. ROBERTS said that he then made a remark to Commander McLAUGHLIN about him "holding out on him" and the Commander mentioned something about a recent sighting and some photographs. ROBERTS said that he questioned the Commander about the last remark and the Commander seemed embarrassed. ROBERTS remarked that the Commander "hedged" on this point and said the photographs "didn't turn out," or words to that effect, indicating that the photographs were taken but that through some error the results of the photography were useless.

14. ROBERTS concluded by stating that if a "direct quote" was necessary as to who was supplying information to at least some of the commentators and newsmen that the writer should talk to AUSTIN CONOVER of the Hollywood Citizen-News. It is noted that CONOVER was also listed as a visitor at the test.

15. The writer checked the library files of the Hollywood Citizen-News at their offices at 1545 North Wilcox Avenue, Hollywood, California, and located a story datelined Tuesday, 30 August 1949, by AUSTIN CONOVER. This article is being forwarded to DO #17 with copies of this report and the article read as follows:

"ROAMING AROUND

With Austin Conover

"FLYING DISKS REAL, SAY ROCKET EXPERTS

"Mysterious flying objects that are called 'flying saucers' or 'flying disks' have been sighted by rocket experts at White Sands Proving Ground, New Mexico.

"During a visit there last week, I was told by a top Navy officer who has had long experience in observing high-altitude missiles:

"'While sunbathing one day recently I saw a mysterious object cavorting high in the air above me.

"' Just before that, I turned in a report to Washington that two such objects were observed by a party of rocket experts visiting here. At that

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time I was skeptical. They insisted that I make the report.'

"Homer E. Newell Jr., a top civilian scientist with the Naval Research Laboratory at White Sands, commented: 'I have never seen a flying saucer. I discount all of the reports about them except a few. Some just can't be dispelled as pure myth, hallucination, weather balloons, or shadows of rockets on clouds.'

"'Flying disks,' said Comdr. Robert McLaughlin, who since 1939 has been engaged in rocket research, 'have nothing to do with any experiments carried on by American scientists or for that matter by anyone on earth.

"'If these things are real, they come from another planet, where creatures are far ahead of us in science.

"'I heard it said that they are space ships from Mars which have been attracted to the earth by our atomic bomb explosions and, fascinated by what they saw, have continued to keep an eye on us.'

"A rocket to the moon is 'a long way off,' according to the White Sands scientists, who this year sent a rocket to the record height of 250 miles.

"'We need better metals to withstand the powerful thrusts needed to send a rocket beyond the earth's gravitational pull,' remarked a rocket expert.

"'We need more powerful propellants,' said another, who suggested that atomic energy may be the solution.

"The American Rocket Society, which has a test site near Roswell, New Mexico, was mentioned for its pioneering in rocket research during the 1920s and 1930s.

"The late Dr. Robert Goddard, its founder, and his assistant at one time, Charles Lindbergh, were singled out for special praise.

"The Germans who developed the V-2 rocket were said to have learned much from the research of those two men.

"'There will never again be mass bomber flights over enemy installations,' commented Comdr. McLaughlin.

"'Uncle Sam has developed rockets to the point that they will not only seek out targets in the air but throw shrapnel over a wide area in the sky, when they explode.

"'We have found evidence that the Germans were working on such rockets when the war ended.

"'Such is rocket research today that only a few fast, high flying planes in the next war will be able to get through to their target.'

"No German scientists are today doing rocket research at White Sands Proving Ground.

"We were told that they are working on a secret project at an Air Force Base near El Paso.

"White Sands Proving Ground base is 50 miles north of El Paso. The testing is done in a 30-by-200-mile area between the Organ Mountains and the Sacramento Mountains.

"The Navy has requested that we newsmen who visited the base last week not release the story of what we saw there until Sept. 6."

16. AUSTIN CONOVER, Reporter, Hollywood Citizen-News, was questioned at the newspaper offices and he, like MILES, tried to be evasive and cagey. However, he did admit that the information in the first four paragraphs of his article indicating that "flying disks" or "flying saucers" had been sighted by rocket experts at WSPG; that an object had been recently seen; and that two reports had previously been turned in by the same party, had been furnished to him by the Commanding Officer of the Navy Office at WSPG. CONOVER claimed he did not recall the officer's name and when the name GORRY was suggested to him he said that he believed that that was the name of the Commanding Officer. It is observed that the source of other quotes in the article are named therein.

17. An editorial was also located which was written by AUSTIN CONOVER and appeared in the Hollywood Citizen-News on Monday, 5 September 1949. This editorial is being forwarded to DO #17 with copies of this report and the pertinent part of the editorial is quoted below:

"EDITORIALS CITIZEN-NEWS
"Monday, September 5, 1949 HOLLYWOOD

"HOW GOES THE WORLD BY AUSTIN CONOVER

"IMAGINATION OR MARTIANS

"When scientists and military observers report that they, too, have seen flying saucers in the sky, it's thought-provoking.

"I expected the reply, 'Bunk, there are no such things as flying saucers,' when I asked about them at the government's big rocket-testing base at White Sands, N.M., a fortnight ago.

"Much to my surprise, men whose business is upper air research made no such off-hand response. Two said that they have seen flying saucers. One top military officer stated that a party of visiting scientists

[redacted]

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were so convinced that they saw them that he had to make a report to Washington on the matter.

"My fellow newspapermen, working on their own, found a similar response among the officials whom they contacted.

"All of the scientists and military observers, whether or not they had seen any, were agreed on this point: the saucers are not man-made.

"David Lilienthal, chairman of the Atomic Energy Commission, dismisses as 'foolish' the suggestion that they may be something related to atomic energy.........."

18. Since the above editorial deals in generalities, no specific questions were asked CONOVER as to his source for the information set out therein but he volunteered that he "sort of dreamed it up."

19. It is noted that reference report indicates Commander McLAUGHLIN'S name is DOUGLAS C. McLAUGHLIN, and that CONOVER'S article gives his name as Commander ROBERT McLAUGHLIN. Since CONOVER could not remember the USN Commanding Officer's name it is possible he erred in recalling the correct first name. It might also be mentioned here that none interviewed seemed to indicate that the name MOORE (of the General Mills Aeronautical Laboratory) had been revealed to them, although it appeared from their releases that the contents of the report signed C. B. MOORE had been discussed with them.

20. One copy of this report is being forwarded to District Office No. 12, Scott AFB, for their possible information in the event that Captain EDWARD D. DETCHEMENDY has as yet not been interviewed.

21. In connection with any further investigation which is conducted by District Office No. 17, it is requested that extreme care be used in questioning any Naval personnel on information furnished in this report by CLETE ROBERTS, Newscaster, KFWB, Hollywood, since he was very cooperative during this investigation and attempted to be very helpful.

Inclosures:

FOR DISTRICT OFFICE NO. 17, KIRTLAND AFB

1. Article by MARVIN MILES, Los Angeles Times, 30 August 1949.
2. Article by AUSTIN CONOVER, Hollywood Citizen-News, 30 August 1949.
3. Editorial by AUSTIN CONOVER, Hollywood Citizen-News, 5 Sept. 1949.

REFERRED UPON COMPLETION TO THE OFFICE OF ORIGIN

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GUIDE T[redacted]ATION

UNIDENTIFIED AERIAL OBJECTS

UNCLASSIFIED Incident No. 306

1. Date of Observation 24 APRIL Date of Interview ____

2. Exact time of observation (local) BETWEEN 1030 - 1035 MST

3. Place of Observation: (Map Coordinates) 32° 53'N 107° 20' W

4. Position of observer (air, car, bldg, location of - give details): GROUND, OPERATING A THEODOLITE ~~FOR UPP~~ TRACKING BALLOON

5. What attracted attention to object: TURNED TO LOOK AT BALLOON WITH NAKED EYE

6. Number of objects and sketch of formation or grouping: ONE

7. Apparent size (compare to known object, i.e., sun, moon, thumb or fist at arms length): ~ .02° (size of balloon 350gm size at 15000 feet distance)

8. Color of object: White

9. Shape (give graphic description - compare with known objects): ELLIPTICAL, around 2½:1 Slenderness ratio

10. Altitude (Angle of elevation above horizon - 0 degrees at horizon, 90 degrees overhead): Came in from 210° at 45° elevation passed through the sun, ~~ground~~ was about 35° when due east then disappeared at 25° elevation at about 25° east of north

11. Direction from observer (Angle clockwise from North):

12. Distance from observer (Distance to town, bldg, etc., over which object appeared to be): UNKNOWN

EEI

13. Direction of flight of object (s): SEE BACK

amazing

Winds Missing

14. Time in sight: around 60 Seconds

15. Speed (time to cover given angular distance): ~~est~~ measured to be 5° Azimuth/sec

16. Sound and odor: NONE - Quiet - No Trucks or Planes Near at time

17. Trail (color, length, width, persistence, etc.) NONE

18. Luminosity (visible by reflection, incandescence, other - degree of brilliance): B[redacted]ed reflection

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1002

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[redacted]

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19. Projections (fins, wings, rods, antennae, canopies, etc.):
NONE Visible, focus not good

20. Maneuvers (turns, climbs, dives, etc. - sketch of flight path):
See BACK

21. Manner of disappearance:
Climed
GREW smaller rapidly then dissapeared

22. Effect on clouds:
No Clouds, No effect

23. Additional information concerning object:
See report

24. Weather conditions and light at time of sighting: Clear, except for 1/10 cummulus to west, No Dust, Bright Desert day

25. Did observer wear glasses, especially polaroid glasses, at time of sighting, or was object viewed through canopy, window, or other transparent material? No

Name and address of observer:

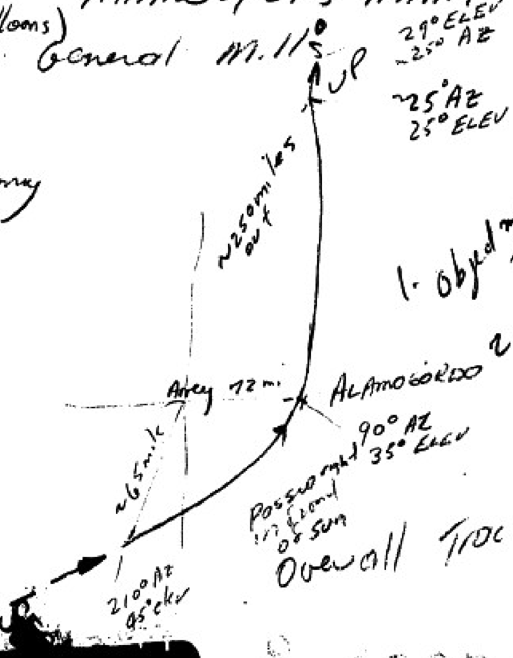
C B MOORE
GENERAL Mills AERO. Research LABS,
2010 E Hennepin
Minneapolis Minn

Occupation and hobbies:

Chemical Engineer
meteorological Training (Equipment, balloons)
Member BALLOON Crew, General Mills

Hobbies, Astronomy

OVER


UP
29° ELEV
~25° AZ
~25° AZ
25° ELEV
~250 miles out
Arrey 12 mi.
ALAMOGORDO
~65 mile
90° AZ
35° ELEV
Passed right in front of sun
210° AZ
45° elev
Overall Track

1. object moved East.
2. Winds?

mell

UNCLASSIFIED [redacted]

41970

Supplemental Information

Power of Theodolite (Mk-47 David White) mentioned in report is 3-3½ power.

All Angles of less than one (1) degree must be estimated as instrument measures only down to degrees. (Loose mechanisms can throw instrument off one degree)

A 350 gram balloon at 15,000 feet is approximately 8 feet in diameter .03°

1. Figure ~~actual size at 10,000, 20,000, 50,000'~~
Assume 10,000, 40,000 & 50,000' alt
from this figure out speed, distance from observer, size of object.

60' per degree

.3'

$$\begin{array}{r} .005 \\ 60\overline{).3000} \end{array}$$

Pertinent Information

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Object: [illegible]

2 1/2 : 1 [illegible]

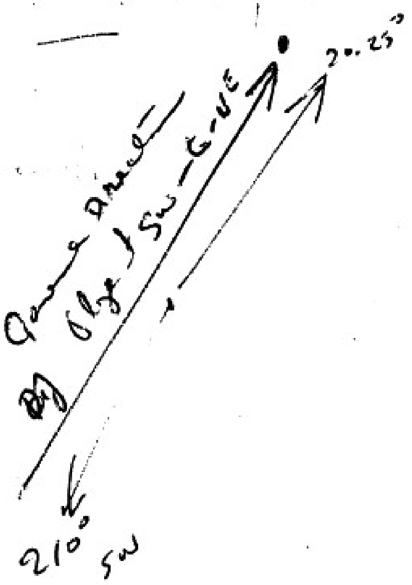
.02° [illegible]

[illegible]

[illegible] 5°/sec

[illegible] 15° [illegible]

[illegible]


20.25°
Game Area
By Obj / SW–to–NE
210° SW

2.5) .0200 = .008

2.5) .01200

1 / 2 1/2

3

2/5

3-3-52

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MCIAXS/GW/mr

MCIAXS

SUBJECT: Project Grudge

TO: Headquarters USAF
Director of Intelligence
ATTN: Air Defense Branch
Major Boggs
Washington 25, D. C.

1. Reference is made to USAF T.I. 373, Item 13 of 12 July 1949 regarding sighting of unidentified aerial object near Arrey, New Mexico.

2. Inclosures 1 and 2 comprise the information submitted to Project Grudge relative to this sighting. On the basis of this information object was conservatively computed to be approx 100 feet long traveling at a speed near 17,000 MPH.

3. The resolving power of the unaided eye under normal lighting conditions is approximately one minute of arc. This is due or partly due to diffraction phenomena and to the coarseness of the retinal structure. With a 3 1/2 power theodolite the observers resolution would be a maximum of .3 minute of arc or .005° subtended angle, therefore, it is possible and even probable that the .02° subtended angle reported is true, it is also possible although not probable that he could distinguish the ratio of length to width (given as 2 1/2:1), the width being on the lowest limit for resolution. At this lowest limit of resolution it would be impossible to distinguish color since the resolution becomes less when colored radiation is used.

4. Since this object was an unfamiliar one the observer could have no idea as to its actual size, without this the only method of determining the distance was by binocular depth preception. Here we encounter the

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fact the limit of binocular depth preception is reached at a distance of about 100 meters. We therefore conclude that the observer could not estimate the distance of the object from him. Since he could not estimate the distance then any assumption as to linear speed and/or elevation is without reason.

5. Let us for a moment assume that when first sighted the elevation of the object was 25°, the subtended angle .02° (1' 12") and the angular velocity 5°/second. Let us further assume length of the object as 25 and 50 feet to determine if objects speed and altitude could be explained by present day aircraft.

A. Assuming length of 25 feet:

1. Distance from observer 71,430'

2. Altitude of object 30,186'

3. Linear Velocity 4,261 MPH

B. Assuming length of 50 feet:

1. Distance from observer 142,860'

2. Altitude of object 60,372'

3. Linear Velocity 8,521

6. In view of the above no identification is offered.

7. If further research on this incident is desired an independent study by each Project Grudge consultant will be requested.

FOR THE COMMANDING GENERAL:

2 Incls
  1. Statement
  2. Guide to Investigation

HAROLD E. WATSON
Colonel, USAF
Acting Chief, Intelligence Department

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[redacted]

[redacted]

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UNIDENTIFIED AERIAL OBJECTS

Incident No. ________

1. Date of observation: 24 April. Date of Interview: ____________

2. Exact time of observation: Between 1030 - 1035 MST.

3. Place of observation: 32° 53' N 107° 20' W
(Map Coordinates)

4. Position of observer (air, car, bldg, location or - give details:)

Ground, operating a theodolite tracking balloon.

5. What attracted attention to object: Turned to look at balloon with

naked eye.

6. Number of objects and sketch of formation or grouping: One

7. Apparent size (compare to know object, i.e., sun, moon, thumb or fist to arms length: N. 02 (size of balloon 350 gm size at 15,000 feet distance.)

8. Color of object: White

9. Shape (give graphic description - compare with known object): Elliptical, around 2-1/2:1 slenderness ratio

10. Altitude (angle of elevation above horizon - 0° at horizon, 90° overhead): Came in from 210° at 45° elevation. Passed through the sun, was about 35° when due east then disappeared at 25° elevation about 25° east of north.

11. Direction from observer (Angle clockwise from north): ________

12. Distance from observer (distance to town, bldg, etc. over which object appeared to be)? Unknown.

13. Direction of flight of object: See sketch.

14. Time in sight: Around 60 seconds.

15. Speed (time to cover given angular distance): Measured to be 5° azimuth/sec.

16. Sound and odor: None. Quiet--no trucks or planes near at time.

17. Trail (color, length, width, persistence, etc.) None

18. Luminosity (visible by reflection, incandescence, other-degree of brilliance): Believed reflection.

19. Projections (flags, wings, rods, antennae, canopies, etc.): None visible, focus not good.

[redacted]

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[redacted]

Guide to Investigation (Cont'd)

Winds! Winds? Winds!

20. Maneuvers (turns, climbs, dives, etc. - sketch of flight path): (See Sketch)

21. Manner of disappearance: Grew smaller rapidly then disappeared.

22. Effect on clouds: No clouds, no effect.

23. Additional information concerning subject: See report.

24. Weather conditions and light at time of sighting: Clear except for 1/10 cumulus to west, no dust, bright desert day.

25. Name and address of observer: C. B. Moore, General Mills Aero Research Labs. 2010 E. Hennepin, Minneapolis, Minn.

Occupation and hobbies: Chemical engineer; Meteorlogical Training Equipment, balloons) Member Balloon Crew, General Mills.
Hobby: Astromy.

Comments of interrogator relative to intelligence and character of observer (check neighbors, police dept, FBI records, employer, etc.)

Did observer wear glasses, especially polaroid glasses at time of sighting, or was object viewed through canopy, window, or other transparent material?

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WHITE SANDS PROVING GROUND
Las Cruces, New Mexico

[redacted]

27 April 1949

S T A T E M E N T

On 24 April 1949, three miles north of Arrey, New Mexico, four Navy enlisted men from White Sands Proving Ground (Chief Akers, Davidson, Fitzsimmons and Moorman) and I saw a rapidly moving object while making a pibal wind run. We released a 350 gram balloon at about 1020 MST and were following it with a standard ML-47 David White Theodolite. After the 1030 reading, Davidson took over the theodolite and Akers and I looked up to find the balloon with naked eye. We thought we had the balloon when we picked up a whitish spherical object right along the direction the theodolite was pointing (45° elevation and 210° azimuth). The object was drifting east rapidly (5° second as estimated by stopwatch and width of fingers), but we had thought to encounter similar winds on the balloon. When the difference in direction between the theodolite and supposed balloon became apparent, I took over the theodolite and found the true balloon still there, whereupon I abandoned it and picked up the object after it came out of the sun (this gives another good bearing if you wish to work out a sun shot at 1033 MST at Arrey). The object was moving too fast to crank the theodolite around; therefore, one of the men pointed the theodolite and I looked. The object was an ellipsoid about 2-1/2:1 slenderness ratio, and the length was about .02° subtended angle. It was white in color except for a light yellow of one side as though it were in shadow. I could not get a hard focus on the object due to the speed at which the angles changed. Therefore, I saw no good detail at all.

The azimuth angle continued to decrease as the object continued on a north heading, growing smaller in size. At around 20°-25° azimuth the azimuth held constant and the elevation angle began increasing from the 25° minimum to about 29°. The object then apparently disappeared due to distance after a total time of observation of about 60 seconds.

The object was not a balloon and was some distance away. Assuming escape velocity, a track is enclosed which figures elevation above the station of about 300,000 feet over the observed period. If this is true, the flight would have probably gone over the White Sands Proving Ground, Holloman Air Force Base, and Los Alamos.

Another balloon released from that site 15 minutes later went to 93,000 feet and ended up only 13 miles south of us when it burst at that altitude after an 88 minute flight. Therefore, the object was not a free balloon under 90,000 feet.

/s/ C. B. MOORE
C. B. MOORE
General Mills Aeronautical Research
2010 East Hennepin Avenue
Minneapolis 13, Minnesota
Tel: Geneva 0371 - Ext 365

COPY

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Project Grudge 306-392

MCIAXS MCREOA 27 July 49 2

1. This Office can give no hint of identification or possible origin of these objects as described.

2. No development work known to this Office could be even remotely connected with these incidents.

Incls
n/c

GEORGE F. SMITH GFS/ml
Colonel, USAF 2-3122
Chief, Aircraft Projects Section Bldg 14
Engineering Division Rm 101

COORDINATION

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UNCLASSIFIED

ROUTING AND REC[illegible]D SHEET [redacted] , ATERIEL COMMAND

Use this form for inter-office correspondence within headquarters.

Number all comments consecutively.

Use entire width of sheet, both sides.

Use authorized office symbols to designate addressor and addressee.

Note warning signal at lower left of form. Remaining space is sufficient only for proper spacing of typewritten signature.

Place initials of dictator and typist, telephone number and location to right of signature.

Separate comments by horizontal lines across page.

SUBJECT Project Grudge 306-392

TO MCIAXS FROM MCREOA DATE 27 July 49 COMMENT NO. 2

1. This Office can give no hint of identification or possible origin of these objects as described.

2. No development work known to this Office could be even remotely connected with these incidents.

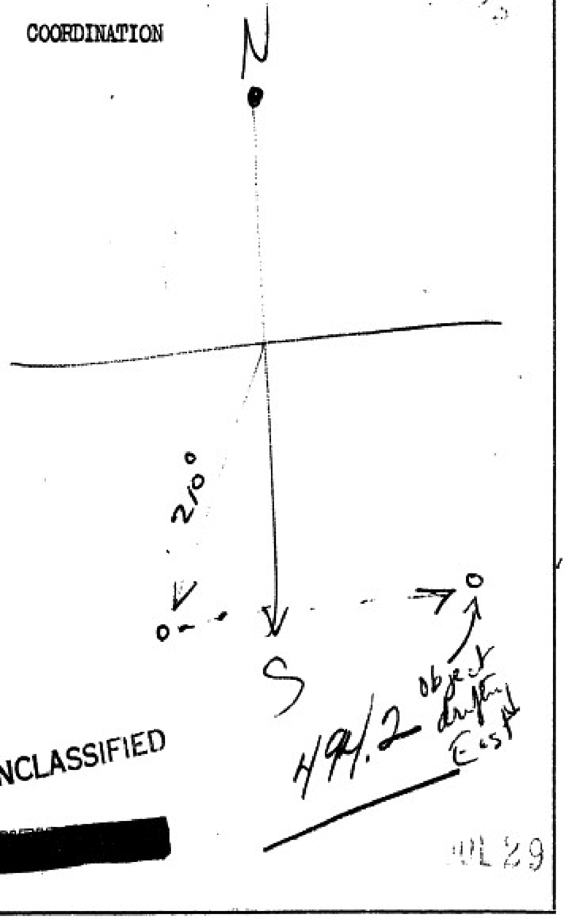
Incls
n/c

George F. Smith
GEORGE F. SMITH
Colonel, USAF
Chief, Aircraft Projects Section
Engineering Division

GFS/ml
2-3122
Bldg 14
Rm 101

JUL 29

COORDINATION



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[redacted]

JUL 29

WF-L-15 FEB 49 4 Mil 200M

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AMC Form No. 5 (Rev 29 Jul 47)

This form replaces AMC Form No. 10-3, which will be used until stocks on hand are exhausted.

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ROUTING AND RECORD [redacted] EL COMMAND

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Number all comments consecutively.

Use entire width of sheet, both sides.

Use authorized office symbols to designate addressor and addressee.

Note warning signal at lower left of form. Remaining space is sufficient only for proper spacing of typewritten signature.

Place initials of dictator and typist, telephone number and location to right of signature.

Separate comments by horizontal lines across page.

SUBJECT Project Grudge 306-392

TO MCRR
MCREOA ✓
MCREXD
MCREEO

FROM MCIAXS

DATE 21 Jul 49

COMMENT NO. 1

1. This office is currently engaged in the investigation and study of all reported unidentified aerial phenomena. Under authority contained in paragraph No. 4 of Technical Instruction 2185 Addendum 3, this Command, dated 11 February 1948 the assistanc and cooperation of your office is requested.

2. The inclosed information regarding the sighting of unidentified aerial objects in the vicinities of Arrey New Mexico and Southern Oregon is forwarded for your review and comment as to possible origin and/or identification of these objects.

3. In view of the source of these reports Headquarters USAF has requested action on this matter be expedited and that both incidents be given special attention in an effort to obtain a logical explanation.

4. It is desired this office be advised by telephone of the estimated date your comments can be expected.

Col USAF

3 Incls
1. Cy of Statement
2. Guide to Investigation
3. Incident Summary 392

W. R. CLINGERMAN
Colonel, USAF
Chief, Analysis Division
Intelligence Department

GWT/mr
6-6398
Post 219B
Bldg 288

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Project Grudge 306-392

MCIAXS MCREXD 25 Aug 49

1. The attached information regarding unidentified aerial objects has been reviewed.

2. This Laboratory does not feel justified in saying definitely what the nature of this unidentified object may be.

3. It is believed that significance should be attached to the fact that the observer could not get a hard focus on the object and therefore obviously did not make an exact determination of its distance. One of the points emphasized by Dr. Paul M. Fitts in his recent review of similar findings was that observers usually were unable to determine the distance of the object. Unless distance is determined, all estimates of the size of the object and of its linear speed are unreliable. It is believed possible that, had the observer been able to bring the object into clear focus in his theodolite, he might have been able to identify it.

A. P. GAGGE
Lt. Colonel, MSC (USAF)
Acting Chief, Aero Medical Laboratory
Engineering Division

PMF/bgs
2-2228
Bldg. 29

3 Incls:
n/c

COORDINATION

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DOD DIR 5200.10

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[redacted]

AMC Form No. 10-3 (Rev 29 Jul 47)

ROUTING AND REC[redacted] SHEET

A[redacted]ATERIEL COMMAND [redacted]

Use this form for inter-office correspondence within headquarters.

Number all comments consecutively.

Use entire width of sheet, both sides.

Use authorized office symbol to designate addressee and addresses.

Note warning signal at lower left of form. Remaining space is sufficient only for proper spacing of typewritten signature.

Place in[redacted] of dictator and typist, telephone number and location to right of signature.

Separate comments by horizontal lines across page.

UNCLASSIFIED

SUBJECT Project Grudge 306-392

TO MCIAXS FROM MCREXD DATE 25 Aug 49 COMMENT NO. 2

1. The attached information regarding unidentified aerial objects has been reviewed.

2. This Laboratory does not feel justified in saying definitely what the nature of this unidentified object may be.

3. It is believed that significance should be attached to the fact that the observer could not get a hard focus on the object and therefore obviously did not make an exact determination of its distance. One of the points emphasized by Dr. Paul M. Fitts in his recent review of similar findings was that observers usually were unable to determine the distance of the object. Unless distance is determined, all estimates of the size of the object and of its linear speed are unreliable. It is believed possible that, had the observer been able to bring the object into clear focus in his theodolite, he might have been able to identify it.

A.P.Gagge -

A. P. GAGGE
Lt. Colonel, MSC (USAF)
Acting Chief, Aero Medical Laboratory
Engineering Division

PMF/bgs
2-2228
Bldg. 29

3 Incls:
n/c

COORDINATION

P.M. Fitts MCREXO-9

1, c. Thngb. Data

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DOD DIR 5200.10

UNCLASSIFIED

[redacted]

WF-L-18 MAR 48 2 MII 600M

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UNCLASSIFIED

[redacted]

B/ltr, CG, AMC, to CO, CFS, Subject: Project "Grudge"

000.92 1st Ind ERHT/JAP/rc

3160 Electronics Station, CFS, 230 Albany Street, Cambridge 39, Massachusetts, 18 May 1949.

TO: Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio, ATTN: MCIAXS

1. Additional information requested in basic letter is as follows:

a. Reference 3a. The balloons used by the Base Directorate for Geophysical Research do not carry lights or luminescent materials, nor is it anticipated that such equipment will be carried on future flights.

b. Reference 3b. An up-to-date list of balloon flights will be prepared and sent in the near future. Project plans call for launching of 20 ft. diameter plastic balloons at the following bases during the coming summer:

Clovis, New Mexico
Enid, Oklahoma
Phoenix, Arizona
Las Vegas, Nevada

The total number of launchings from all of these sites will not average more than three per week. It is also planned to launch eight 20 ft. diameter balloons from Omaha, Nebraska, between July 15 and August 15, 1949. The dates of other flights are indefinite at this time.

c. Reference 3c. Photographs and detailed descriptions of equipment would serve no useful purpose, because of the number of different projects being conducted. The most conspicuous gear included on the balloon flight train is a brightly colored flag of approximately 6' x 4', and one or two standard meteorological parachutes. At times, antenna wires as long as 150 ft. are flown. The scientific equipment is generally rather compact and is less than 1 cu. ft. in volume. As a general rule, a reward notice is attached to each balloon identifying the agency launching it.

d. Reference 3d. The 20 ft. plastic balloons fly at constant level between 40,000 to 60,000 ft. depending upon the load and other conditions. A few 70 ft. plastic balloons have been flown which reached altitudes of 80,000 to 100,000 feet. Occasionally, rubber meteorological balloons are flown using clusters of not more than three balloons.

2. Several months ago, Mr. C. B. Moore, now of General Mills, Inc., but formerly associated with the balloon project at New York University,

UNCLASSIFIED

DOWNGRADED AT 3 YEAR INTERVALS; DECLASSIFIED AFTER 12 YEARS. DOD DIR 5200.10

[redacted]

[redacted]

UNCLASSIFIED

000.92 ERHT 1st Ind (contd)
Subject: Project "Grudge"

discussed with Dr. Peoples of this station the problems encountered in obtaining reliable information when observing unidentified objects. Mr. Moore sent to Dr. Peoples an information copy of his observations near Arrey, New Mexico on April 24, 1949. It is felt that although the theodolite and stop-watch were of great assistance in making estimates, the principal factor responsible for the unusually specific information contained in this report, is that Mr. Moore was made aware in advance of what factors should be observed in case such an object were sighted. Therefore, it is urged that your office issue detailed advance observation instructions to people who might be in a position to make observations and turn in reports.

3. It is felt that insufficient observing instructions are implied in the inclosed questionnaire. Item #12 is especially misleading, because an observer cannot possibly determine what town or building the object may be over, unless the object descends to a low enough altitude so that it can be determined to be on either the near or far side of a known object.

Note

FOR THE COMMANDING OFFICER:

Joseph O. Fletcher
JOSEPH O. FLETCHER
Major, USAF
Director, Base Directorate
for Geophysical Research

gm
1 Incl
w/d Incl 1
2. Cy of Rep,
Mr. Moore

UNCLASSIFIED

[redacted]

HqAMC Form No. 10-514 (Rev 10 Sep 46)

WF-L-2 SEP 47 250M

SAVE

RESTRICTED [redacted] UNCLASSIFIED

HEADQUARTERS

AIR MATERIEL COMMAND

IN REPLY ADDRESS BOTH COMMUNICATION AND ENVELOPE TO COMMANDING GENERAL, AIR MATERIEL COMMAND, ATTENTION FOLLOWING OFFICE SYMBOL:

MCIAXS/HWS/amc

WRIGHT FIELD, DAYTON, OHIO

MAY 5 1949

SUBJECT: Project "Grudge"

TO: Commanding Officer
3160 Electronics Station
Cambridge Field Station
230 Albany Street
Cambridge 39, Massachusetts
ATTN: ERH

1. Reference is made to your letter 000.92, dated 18 April 1949, subject: "Analysis of Project 'Grudge' Reported Incidents".

2. Information provided in referenced letter has been very helpful in analysis of Project "Grudge" incidents.

3. The following additional information is requested:

a. Do atmospheric research balloons ever carry lights or luminescent materials that might be visible at night?

b. Lists of balloons released since No. 101 on 17 Nov. 1948 and lists of future releases.

c. Photographs and descriptions of equipment carried aloft by these balloons.

d. Further information as to the altitudes attained by the balloons and their size at various altitudes.

4. Your recommendations for improvement of our incident check list are appreciated. A copy of the revised collection guide form is inclosed for your information.

5. Project "Grudge" is classified "Restricted". Therefore, this correspondence may be downgraded and future correspondence classified consistent with material relative to research balloons but not lower than "Restricted".

BY COMMAND OF GENERAL McNARNEY:

W. R. CLINGERMAN
Colonel, USAF
Chief, Analysis Division
Intelligence Department

1 Incl:
Questionnaire Form,
"Guide to Investigation"

UNCLASSIFIED

UNCLASSIFIED [redacted]

Z-888

S-39252

~~RESTRICTED~~

OBJECT REPORT

UNCLASSIFIED

On 24 April 1949, at 3 miles north of Arrey, New Mexico, (107° 19½'W 32° 52½'N) 4 Navy enlisted men from White Sands Proving Ground (Chief Akers, Davidson, Fitzsimmons and Moorman) and I saw a rapidly moving object while making a pibal wind run. We had released a 350 gram balloon at about 1020 MST and were following it with a standard ML-47 (David White) Theodolite. After the 1030 reading, Davidson took over the theodolite, and Akers and I looked up to find the balloon with naked eye. We thought we had the balloon when we saw a whitish spherical object right along the direction the theodolite (45° elevation and 210° azimuth) was pointing. The object was drifting east rapidly (5°/sec. as estimated by stopwatch and width of fingers) but we had thought to encounter similar winds on the balloon. When the difference in angle between the theodolite and supposed balloon became apparent, I took over the theodolite and found that true balloon was still there, whereupon I abandoned it and picked up the object after it came out of the sun. (The computed bearing of sun was 127° azimuth and elevation 60°) The object was moving too fast to crank the theodolite around, therefore one of the men pointed the theodolite and I looked.

The object was an ellipsoid about 2½ : 1 slenderness ratio, length about .02° subtended angle, and white in color, except for a light yellow of one side as though it were in shadow. I could not get a hard focus on the object due to the speed at which the angles changed. Therefore I saw no good detail at all.

The azimuth angle continued to decrease as the object continued on a north heading, growing smaller in size. At around 20° - 25° azimuth, the azimuth held constant and the elevation angle began increasing from the 25° minimum to about 29°. The object then apparently disappeared due to distance after a total time of observation of about 60 seconds.

The object was not a balloon and was some distance away. Assuming escape velocity, a track was figured which put the elevation above the station of about 300,000 feet over the observed period. If this is true, the flight would have probably gone over the White Sands Proving Ground, Holloman Air Force Base and Los Alamos.

We made another pibal wind run 15 minutes later. This balloon burst after an 88 minute flight of 93,000 feet only 13 miles due south of us. Therefore this object could not have been a free balloon moving at such angular speed below 90,000 feet.

Information is desired if this was some new or experimental aircraft or for any explanation whatsoever.

C.B. MOORE
General Mills Aeronautical Branch
2010 E. Hennepin Avenue
Minneapolis 13, Minnesota
GEneva 0371 X385

NOTE:
No clouds in sky, no haze.
No noise, very quiet in area
(no cars,planes or other engines running)
No trail, no exhaust visible.
No odor.

UNCLASSIFIED

RESTRICTED
UNCLASSIFIED

B/ltr, CG, AMC, to CO, CFS, Subject: Project "Grudge"

000.92 1st Ind ERHT/JAP/ro

3160 Electronics Station, CFS, 230 Albany Street, Cambridge 39, Massachusetts, 18 May 1949.

TO: Commanding General, Air Material Command, Wright-Patterson Air Force Base, Dayton, Ohio, ATTN: MCIAXS

1. Additional information requested in basic letter is as follows:

a. Reference 3a. The balloons used by the Base Directorate for Geophysical Research do not carry lights or luminescent materials, nor is it anticipated that such equipment will be carried on future flights.

b. Reference 3b. An up-to-date list of balloon flights will be prepared and sent in the near future. Project plans call for launching of 20 ft. diameter plastic balloons at the following bases during the comming summer:

Clovis, New Mexico
Enid, Oklahoma
Phoenix, Arizona
Las Vegas, Nevada

The total number of launchings from all of these sites will not average more than three per week. It is also planned to launch eight 20 ft. diameter balloons from Omaha, Nebraska, between July 15 and August 15, 1949. The dates of other flights are indefinite at this time.

c. Reference 3c. Photographs and detailed descriptions of equipment would serve no useful purpose, because of the number of different projects being conducted. The most conspicuous gear included on the balloon flight train is a brightly colored flag of approximately 6' x 4', and one or two standard meteorological parachutes. At times, antenna wires as long as 150 ft. are flown. The scientific equipment is generally rather compact and is less than 1 cu. ft. in volume. As a general rule, a reward notice is attached to each balloon identifying the agency launching it.

d. Reference 3d. The 20 ft. plastic balloons fly at constant level between 40,000 to 60,000 ft. depending upon the load and other conditions. A few 70 ft. plastic balloons have been flown which reached altitudes of 80,000 to 100,000 feet. Occasionally, rubber meteorological balloons are flown using clusters of not more than three balloons.

2. Several months ago, Mr. C. B. Moore, now of General Mills, Inc., but formerly associated with the balloon project at New York University,

UNCLASSIFIED

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UNCLASSIFIED

000.92 ERHT   1st Ind (contd)
Subject: Project "Grudge"

discussed with Dr. Peoples of this station the problems encountered in obtaining reliable information when observing unidentified objects. Mr. Moore sent to Dr. Peoples an information copy of his observations near Arrey, New Mexico on April 24, 1949. It is felt that although the theodolite and stop-watch were of great assistance in making estimates, the principal factor responsible for the unusually specific information contained in this report, is that Mr. Moore was made aware in advance of what factors should be observed in case such an object were sighted. Therefore, it is urged that your office issue detailed advance observation instructions to people who might be in a position to make observations and turn in reports.

3. It is felt that insufficient observing instructions are implied in the inclosed questionnaire. Item #12 is especially misleading, because an observer cannot possibly determine what town or building the object may be over, unless the object descends to a low enough altitude so that it can be determined to be on either the near or far side of a known object.

FOR THE COMMANDING OFFICER:

JOSEPH O. FLETCHER
Major, USAF
Director, Base Directorate
for Geophysical Research

Incl 1 w/d
added 1 Incl
2. Cy of Moore's Rep

UNCLASSIFIED

File.
Press release
Fly Objs.

Unclassified 24 April 1949

In Press Relations? ?
72138

1. The incident where theodolite measurements were made of an unidentified aerial object and to which the article by Commander McLaughlin apparently refers, was reported by several persons engaged in the measurement of wind velocities by balloon releases in ~~the White~~ New Mexico.

2. The report of the incident gave the following information:

~~x~~On 24 April 1949, 3 miles north of Arrey, New Mexico, five persons saw a rapidly moving object ~~while making~~. These persons had released a balloon and were following it with a theodolite. After taking a reading at 1030 MST, one observer continued to follow the balloon while two others observed a whitish spherical object with the naked eye right along the direction that the theodolite was pointing. The object observed with the naked eye was drifting east rapidly (5°/sec. as estimated by stopwatch and width of fingers) but the observers had expected to encounter similar winds on the balloon. When a difference in the angle between the theodolite and supposed balloon became apparent, one person observing with the naked eye took over the theodolite and found the true balloon still there. The balloon was then abandoned and the other object picked up just after it came out of the sun. The object was moving too fast to crank the theodolite around, therefore one of the observers pointed the theodolite while another looked through it. The object appeared to be ellipsoid about 2½:1 slenderness ratio, lenght about .02° subtended ~~xxx~~ angle, and white in color, except for a light yellow of one side as if it were in shadow. A hard focus on the object was not obtained at any time due to the speed at which the angles changed. Therefore, no good detail was seen. The azimuth angle continued to decrease as the object continued on a north heading, growing smaller in size. At around 20-25° azimuth, the azimuth held constant and the elevation angle began increasing from the 25° minimum to about 29°. The object then apparently disappeared due to distance after a total observation time of about 60 seconds.

One observer, ~~feeling [illegible]~~ by assuming that the object was traveling at escape velocity of 2500 ft per second, calculated that the object was at an elevation of some 300,000 ft (about 58 miles).

Unidentified.

3. After examination of the data available and consideration of all factors involved, USAF consulting specialists consider that neither speed, altitude nor size of the object can be used with any knowledgeable degree of reliability and that it is possible that a small object was seen at much less range than the observers suspected.

4. In support of this, it must be noted that the object was never clearly in focus through the theodolite and that details were not discernable either through the theodolite nor with the naked eye. ~~It is impossible to solve any equation with the few known values available.~~ To be able to solve the equation:

s (distance object traveled) = 2 times the distance from point of observation to the object times the sin of ½ the angle subtended.

which was
~~There are three values which are~~ variables ~~fmxxf~~ two, ~~of these~~ must be known to solve for a third. In the case of this observation only one known value was available, i. e. the angle subtended. The observers had no possible way to determine either the speed of the object nor its distance from them.

arbitrarily
The observers ~~arbitrarily~~ selected 2500 ft per second (1700 mph) and solved the equation, This is how the altitude of 300,000 ft was obtained. We may just as easily ~~xmbxti~~ select, 70 mph for the speed of the object and find that it would have been at a distance ? 800ft. The size in the first instance equals 105 ft in length, in the latter an object of less than one May foot length. These values can be calculated using the following formulae:

$$\frac{2}{360^\circ} \times .02^\circ = .00035 \text{ radians}$$

.00035 radians times the distance of object from point of observation equals the length of the object.

5. The consultants of the AMC Aero-Med laboratory state that reliable estimates of distance can only be made when the object is identified as some known object or type of object by the observer. It is interesting to note that the observers at first thought the object was the balloon which they had released. When they ~~became aware~~ concluded that it was not, there was no way to judge distance except by further assuming that it had ~~a speed of 1700 mi~~ a fantastic speed.

The questionable data in this incident, the extremely short time of observation ~~with attendant excitement and possible inaccuracies~~ and the overwhelming evidence of misidentification in other cases, leads to the conclusion that the object seen ~~in this case~~ was misidentified ~~and mis~~ by the observers. There is nothing in the evidence to refute that the object, was small, at much closer range and traveling at reasonable speed. ~~The The~~ Since the observers themselves could not observe any detail, it is not possible to ~~state that it is an object~~ give a positive identification for the object.

3 April 1974, Monticello, Wiscons

PROJECT 10073 RECORD CARD

1. DATE
2 Apr Xx 64

2. LOCATION
Monticello, Wisconsin

3. DATE-TIME GROUP
Local
GMT 03/0300Z

4. TYPE OF OBSERVATION
XX Ground-Visual
☐ Ground-Radar
☐ Air-Visual
☐ Air-Intercept Radar

5. PHOTOS
☐ Yes
XX No

6. SOURCE
civilian

7. LENGTH OF OBSERVATION
3 -4 minutes

8. NUMBER OF OBJECTS
one

9. COURSE
varied/

10. BRIEF SUMMARY OF SIGHTING
Obj with four wheels like small ferris-wheel Lights only visible. Four huge red lights with other lights of white and green. No sound. Obj observed near ground, then it took off in a canted altitude (?) with elevtion and azimuth unknown. Hovered. object and auto approached each other on parallel course about 300 ft apart. Obj then veered away and disappeared. Duration 3 - 4 minutes. Night sighting. Four witnesses. Reported four days after sighting.

11. COMMENTS

12. CONCLUSIONS
☐ Was Balloon
☐ Probably Balloon
☐ Possibly Balloon
☐ Was Aircraft
☐ Probably Aircraft
☐ Possibly Aircraft
☐ Was Astronomical
☐ Probably Astronomical
☐ Possibly Astronomical
XX Other UNIDENTIFIED
☐ Insufficient Data for Evaluation
☐ Unknown

ATIC FORM 329 (REV 26 SEP 52)

ARMED FORCES AIR INTELLIGENCE TRAINING CENTER
LOWRY TECHNICAL TRAINING CENTER (ATC)
LOWRY AFB, COLORADO 80230

REPLY TO
ATTN OF: TS-IS

SUBJECT: Unidentified Flying Object (UFO)

TO: Air Force Systems Command (FTD)
Wright-Patterson AFB, Ohio 45433

1. Attached you will find a letter regarding a UFO sighting. This letter was misdirected to our Center by the reporting agency. We are forwarding it per AFR 200-2 for your use.

2. Address all further inquiries to the originating agency:

Office of Information (CIO)
Hq 30th Air Division (SAGE)
Truax Field, Wisconsin 53707

Wayne A. Kramer

WAYNE A. KRAMER
1/Lt., USAF
UFO Officer, AFAITC

CHCCX 7 April 1964

UFO

CHCCR CHODC
CHCVC 30 Air Div (30-CIO)

1. At approximately 1515 hours, 7 April 1964, I took a telephone report from a male individual who identified himself as Mr. Robert Rossing, Argyle, Wisconsin. He further declared himself a Major, US Marine Corps, Retired. Mr. Rossing sounded entirely sober, rational and calm. He stated that he simply felt that certain observations should be made known to some proper authority, that his wife and youngest daughter had dissuaded him from reporting until now out of their feelings that people "will think we're crazy." Details follow.

2. Mr. Rossing's wife, young daughter (age 13), son-in-law (Mr. Randall Wold), and married daughter (Mrs. Wold) were returning home from furniture shopping on Friday night, 3 April. At about 2100 hours and about one mile west of Monticello, Wisconsin they observed two red lights at some distance off the road and took them to be police cars at an accident scene. Curiosity led them to drive down a road toward the lights. They then saw the two red lights as four huge red lights along with other lights. At their closer approach all lights went out and an object took to the air. It was observed at 300 feet or less distance. It appeared to have no superstructure, was of four main sections connected together, had nothing to resemble wings, took off in a canted attitude rising sharply and disappeared. There was no sound accompanying its take-off.

3. Mr. and Mrs. Randall Wold reside in Madison. Both are students at the University of Wisconsin. Address is 1906 University Avenue.

WARREN J. LANE
Lt Colonel, USAF
Executive Officer

30 Air Div (30-CIO)

2 APR 03/0300Z

MNTICELLO, WISC

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE BRANCH
UNCLASSIFIED MESSAGE

INCOMING

AF IN : 41795 (9 Apr 64) X/sah

Pg 1 of 3

ACTION: NIN-7

INFO : XOPX-4, XOP-1, SAFOS-3, DIA-15 (31)

SMB D032

CHQE478ZCYJE689

RR RUEAHQ

DE RUCDAH 117 08/2301Z

ZNR

R 082230Z ZEX

FM HQ CHICAGO ADS TRUAX FLD WIS

TO RUWGALE/ADC ENT AFB COLO

RUCDSQ/FTD WPAFB OHIO

RUEAHQ/OSAF WASH DC

RUEAHQ/CSAF WASH DC

BT

UNCLAS CHODC 04006. OSAF FOR SAFOI; CSAF FOR AFCIN; 30AIR DIV FOR 30-OIN. UFO SIGNTED 0300Z 3 APRIL 1964 BY CIVILIAN REPORTED TO CHADS 2115Z 7 APRIL 1964. A. DESCRIPTION OF OBJECT:

(1) SHAPE: NO SUPERSTRUCTURE, FOUR (4) MAIN SECTIONS CONNECTED TOGETHER. LOOKED LIKE TINKER TOYS.

(2) SIZE: SMALL FERRIS WHEEL.

(3) COLOR: UNKNOWN WITH EXCEPTION OF LIGHTS.

(4) NUMBER: ONE (1)

(5) FORMATION: NONE

TO		CYS
	OS	
	OSA	
	OSP	
	US	
	RR	
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	ILA	
	ILI	
	ILP	
	ILS	
	ILT	
	FM	
	RD	
	MP	
	MPP	
	MPR	
	AA	
	AAA	
	AAR	
	GC	
✓	OI	
	LL	
	SS	
	DRNC	

PAGE 2 RUCDAH 117 UNCLAS

(6) DISCERNABLE FEATURES: FOUR (4) HUGE RED LIGHTS ALONG WITH OTHER LIGHTS OF WHITE AND GREEN.

(7) NONE.

(8) THERE WAS NO SOUND ACCOMPANYING OBJECT.

B. DESCRIPTION OF COURSE.

(1) SAW RED LIGHTS OFF ROAD.

(2) FIRST OBSERVED NEAR GROUND.

(3) TOOK OFF IN A CANTED ALTITUDE, ELEVATION AND AZIMUTH UNKNOWN.

(4) HOVERED ABOVE GROUND

(5) OBJECT AND AUTHO APPROACHED EACH OTHER ON PARALLEL COURSE AT APPROX 300 FT APART. OBJECT VEERED AWAY FROM MONTICELLO AND DISAPPEARED.

(6) OBSERVATION TIME APPROX 3-4 MINUTES

C. MANNER OF OBSERVATION: VISUAL (GROUND)

D. TIME & DATE OF SIGHTING:

(1) 03/0300Z APR 64.

(2) LIGHT CONDITION: NIGHT.

E. LOCATION OF OBSERVERS: ONE (1) MILE WEST OF MONTICELLO, WISCONSIN.

F. IDENTIFYING INFORMATION:

(1) MR. RANDOLF WOLD & MRS. RANDOLF WOLD
1906 UNIVERSITY AVE., MADISON, WISCONSIN
RELIABILITY: GOOD.

(2) MRS ROBERT ROSSING & YOUNG DAUGHTER
ARGYLE, WISCONSIN
RELIABILITY: GOOD

G. PREPARING OFFICER:

1ST LT CHARLES R. PIVER, 70531A
STAFF INTELLIGENCE OFFICER
CHICAGO AIR DEFENSE SECTOR

THE REPORT WAS RECEIVED FOUR DAYS AFTER SIGHTING. SOURCES SEEM RELIABLE BUT NO INFORMATION AT THIS HEADQUARTERS CAN CONFIRM. NO EXPLANATION OF SIGHTING CAN BE MADE.

BT

7 APRIL 64 ROSSIG

OFFICIAL FILE COPY

164 SENT

30 April 1964

Mr Robert Rossing
Argyle, Wisconsin

Dear Mr Rossing,

Additional information is essential for evaluation of your sighting. Would you please complete the inclosed form and return it to Hq FTD (TDEW), in the envelope provided.

Thank you for reporting this unknown object to the Air Force.

Sincerely,

HECTOR QUINTANILLA, Jr
Captain, USAF
Chief, Aerial Phenomena
Branch

OFFICIAL FILE COPY

OFFICIAL FILE COPY

30 April 1964

Mr. Randall Wold
1906 University Avenue
Madison, Wisconsin

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HECTOR QUINTANILLA, Jr
Captain, USAF
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Branch

OFFICIAL FILE COPY

MONTICELLO, WISCONSIN

3 APRIL 1964

Observers were leaving Monticello and heading westward on County C Road toward the town of Argyle when at about 2100, they noticed two red blinkers in about the 11 o'clock position from the observers location. Their first reaction was that an accident had occurred and that there were police cars on a hill in the distance. Almost immediately, however, they recognized that the lights were too far above the ground for such a conclusion. It then appeared that an airliner was about to crash and that they were more or less on the direct line, even though the object was somewhat to their left. The car was stopped and headlights turned off so that the persons could observe the object.

As the lights came closer, it apparently slowed down to a hovering position right alongside of the car, but about 100 yards to the left of the road. At this time there were four red lights. The object went behind telephone poles and wires as it was hovering.

At no time were the observers able to see any body in the object or any superstructure. Only the fact that the lights maintained a geometrical relationship throughout the sighting led them to believe that the lights were indeed attached to a physical structure of some sort. A few times they gave the impression that the red lights did reflect dimly off a metallic surface.

The object then passed slightly to the rear at which time the driver started the motor, turned on the headlights, and drove ahead to turn around. As he turned around, he found the light pattern growing smaller in the east. The observers chased the objects but the attempt was futile, because the object disappeared into the distance. The total duration of sighting was somewhere between five and fifteen minutes.

COMMENTS

Considering the possibility of some type of aircraft being responsible for the sighting has to be ruled out since there was no noise heard at all by any of the observers, even though one of the windows was rolled down. According to the observers a helicopter couldn't be responsible for the sighting because the subtended angle was much too great to have been a helicopter over one hundred yards away. Also, no landing lights were used, and a helicopter that close to the ground would have landing lights on.

Scientific balloons, if they descend nearly to the ground, do not suddenly take off and rise rapidly as so reported by the observers. This tends to discount such a sighting. The weather was reported as being cloudy by the local weather bureau.

With the information available a conclusive explanation is lacking. This factor makes this case unidentified.

OFFICIAL FILE COPY

OFFICIAL FILE COPY

[illegible]

Request for Weather Data 2 Nov 64

[illegible] Mills

Request surface weather data for Monticello, Wisconsin on 2 Apr 64 and the wind data at all levels for Mt Vernon, Virginia on 18 May 64 be ordered from Asheville, North Carolina.

HECTOR QUINTANILLA, Jr
Major, USAF
Chief, Aerial Phenomena Branch

WBAN FORM [illegible]A
(REV. 1-1-64)

U.S. DEPARTMENT OF COMMERCE - WEATHER BUREAU

SURFACE WEATHER OBSERVATIONS

STATION Madison, Wis. (Truax Field)

DATE APR 2 1964

Type (1)	Time (LST) (2)	Sky and ceiling (Hundreds of Feet) (3)	Visibility (Statute Miles) Surface (4)	Visibility Tower (4a)	Weather and obstructions to vision (5)	Sea level press. (Mbs.) (6)	Temp. (°F) (7)	Dew pt. (°F) (8)	Wind Direction (00-36) (9)	Wind Speed (Kts) (10)	Wind Character (11)	Altimeter setting (Ins.) (12)	Remarks and supplemental coded data (13)	(14a)	(14b)	Observer's initials (15)
L	0006	33⦶M46⊕	12													
R	0056	M45⊕	12			075	29	30	1[illegible]	08		972				
R	0157	M45⊕	12			069	29	30	1[illegible]	07		969				
R	0256	M4[illegible]⊕	12			061	26	28	10	05		967	627 1500			
S	0325	4[illegible]⊕	12						0[illegible]	06						
R	0357	4[illegible]⊕	12			05[illegible]	33	27	07	05		965				
S	0422	M42⊕	10						07	06						
R	0456	M4[illegible]⊕	10			045	36	29	09	04		963				
S	0531	M55⊕	5		H				[illegible]	06			THN SPOTS 10VC			
R	0557	M60⊕	6		H	047	37	29	10	05		964	THN SPOTS 10VC			
/	641	81005	60052		04737		85	71/			29510		44333			
R	0656	M50⊕	6		H	045	37	36	07	08		963	THN SPOTS 10VC			
R	0756	M50⊕	6		H	047	37	31	07	09		964	⊕80 CU BLDUPS W CIG RGD			
S	0833	M43⊕	6		H				07	12		963		(FIBI)		
R	0856	M40⊕	5		H	043	41	32	07	10		963	803 15//			
R	0956	M31⊕	5		H	037	42	32	07	09		961				
R	1056	M32⊕	5		H	032	44	35	07	09		960				
R	1156	M27⊕	5		H	026	45	36	07	10		958				
/		641 40710	58052		02645		95	51/		36715			44533			
S	1219	M28⊕	4		H				07	10		958				
L	1247	M25⊕	4		RW--H											
R	1256	M23⊕	4		RW--H	023	47	38	07	09		951	RB46			
R	1357	M24⊕	4		RW--H	026	45	37	07	05		958				
S	1414	M26⊕	4		RW-H				07	10		958	PIREP 5 N MSN 1354C	35⊕300		
/													LCT-MDT TURBC F-102			
L	1425	M26⊕	3	3	RW-H											
R	1456	M26⊕	3	3	RW-H	023	43	38	06	15		957	903 15//			
L	1507	M25⊕	3	3	RWH											
S	1531	M23⊕	2½	2½	RWH				06	14		956				
R	1557	14⦶M20⊕	2½	2½	RWH	021	41	36	07	15		956				
S	1628	M15⊕	2½	2½	RW-H				06	17						DS
S	1652	12⦶M20⊕	3	3	R-H				05	18	G24					DS
R	1658	12⦶M20⊕	3	3	R-H	020	39	35	06	17	G24	956				DS
S	1723	10⦶M16⊕	2	2	RH				06	15		963	PRESRR			DS
S	1747	M12⦷20⊕	2	2	RF				05	13		969	CIG RGD	(FIBI)		DS
R	1758	M10⦷18⊕	2	2	RF	047	36	32	05	15		964	CIG RGD PRESRR			DS
/	641	80515 326	38	047	36 854	//		37	322		74	69	30045 44733			DS
S	1821	M10⦷18⊕	2	2	R-F							961	CIG RGD			DS
S	1838	10⦶M17⦷70⊕	2	2	R-F				04	17	G22	960	CIG RGD	(FIBI)		DS
RS	1857	M10⦷18⊕	2½	2½	R-F	027	35	31	05	15	G25	958	CIG RGD PRES FR			DS
S	1921	M8⊕	4		R-F				05	14	G21	962				DS
R	1957	M9⦷30⊕	4		R-F	043	35	31	05	13	G21	963	CIG RGD			DS
R	2056	M14⊕	4	-	R--F-	061	36	31	05	14	G20	968	314 17//			DS
S	2130	9⦶M22⊕	4		R-F				06	12		974	PRESRR			DS
S	2150	9⦶M30⊕	4		R-E-F				04	10				(FIBI)		DS
R	2158	12⦶M35⊕	4		R-E-F	081	35	30	03	08		974	PRESRR EB45			DS
R	2256	M30⊕	4		R-E-F	091	35	30	02	11		977	WR17			DS
S	2321	M40⊕	4		R-S-F				02	14		979	WR17			DS
S	2348	M17⦷40⊕	4		S-F				02	11		980	WR17			DS
R	2358	M15⦷40⊕	3	3	S-F	102	34	30	03	10		980	EE16 RE45 WR17			DS
/	641	80310 48717	10234		854 //	30	2//		71	579		300	SS 44733			DS

A synoptic observation, in WMO code format FM11A, is entered on line following related aviation observation.

FM11A: iii Nddff VVwwW PPPTT $N_hC_LhC_MC_H$ T_dT_dapp $7RRR_tR$ $9S_pS_pS_pS_p$ $1d_wd_wP_wH_w$ $2h_wh_wh_wa_w$ $3R_sR_sR_sR_s$ $4T_xT_xT_nT_n$

U.S. GOVERNMENT PRINTING OFFICE : 1964—O-715-232

WBAN 10-B
(10-1-58)

U. S. DEPARTMENT OF COMMERCE, WEATHER BUREAU

SURFACE WEATHER OBSERVATIONS

STATION Madison, Wis. (Truax Field) DATE APR 2 1964

CLOUDS AND OBSCURING PHENOMENA

TIME (L.S.T.) 16	STATION PRESSURE (INS.) 17	DRY BULB (°F.) 18	WET BULB (°F.) 19	REL. HUMIDITY (%) 20	TOTAL SKY COVER 21	LOWEST LAYER AMT. 22	LOWEST LAYER TYPE & DIR. 23	LOWEST LAYER HEIGHT 24	SECOND LAYER AMT. 25	SECOND LAYER TYPE & DIR. 26	SECOND LAYER HEIGHT 27	SUMMATION TOTAL 28	THIRD LAYER AMT. 29	THIRD LAYER TYPE & DIR. 30	THIRD LAYER HEIGHT 31	SUMMATION TOTAL 32	FOURTH LAYER AMT. 33	FOURTH LAYER TYPE & DIR. 34	FOURTH LAYER HEIGHT 35	TOTAL OPAQUE SKY COVER 36	PRESSURE TENDENCY 37	NET 3-HR. CHANGE 38	SUNSHINE (MINUTES) 39	PRECIPITATION (INCHES) 40
0056	28.810			70	10	10	Sc	M45	U				U				U			10				
0157	28.780			70	10	10	Sc	M45	U				U				U			10				
0256	28.760			72	7	7	Sc	M48	0			7	0			7	0			6	6	.080		
0357	28.740			79	4	4	Sc	48	0			4	0			4	0			3				
0456	28.720			75	10	10	Sc	M42	U				U				U			10				
0557	28.730			73	10	10	Sc	M40	U				U				U			10	5	.030	0	
0656	28.720			76	10	10	Sc	M50	U				U				U			10			0	
0756	28.730			73	10	10	Sc	M50	U				U				U			10			0	
0856	28.720			70	10	10	Sc	M40	U				U				U			10	8	.010	0	
0956	28.700			67	10	10	Sc	M31	U				U				U			10			0	
1056	28.690			70	10	10	Sc	M32	U				U				U			10			0	
1156	28.675			70	10	10	Sc	M27	U				U				U			10	7	.045	0	
1256	28.665			71	10	10	Sc	M23	U				U				U			10			0	T
1357	28.675			79	10	10	Sc	M24	U				U				U			10			0	T
1456	28.665			83	10	10	Sc	M26	U				U				U			10	8	.010	0	.11
1557	28.655			82	10	2	SF	14	10	Sc	M20	10	U				U			10			0	.14
1658	28.655			85	10	3	SF	12	10	Sc	M20	10	U				U			10			0	.02
1758	28.730			85	10	7	SF	M10	3	Sc	18	10	U				U			10	3	.065	0	.14
1857	28.670			65	10	7	SF	M10	4	Sc	18	10	U				U			10			0	.06
1957	28.720			85	10	7	SF	M9	3	Sc	20	10	U				U			10				.01
2058	28.770			82	10	10	SF	M9	U				U				U			10	3	.040		T
2158	28.830			82	10	3	SF	12	10	Sc	M35	10	U				U			10				.01
2256	28.860			82	10	10	Sc	M38	U				U				U			10				.04
2358	28.890			85	10	7	Sc	M15	3	Sc	40	10	U				U			10	2	.120		.06

SYNOPTIC OBSERVATIONS

TIME (G.C.T.) 41	TIME (L.S.T.) 42	NO. 43	PRECIP. (INS.) 44	SNOW FALL (INS.) 45	SNOW DEPTH (INS.) 46	MAX. TEMP. (°F.) 47	MIN. TEMP. (°F.) 48	HGT. 850 MB. SURFACE 49	STATE OF GRND. 50	SEA STATE & DIR. 51	SWELL HGT. & DIR. 52	SWELL PERIOD 53	SURF H_b H_s M_s P_s D_s 54	WATER TEMP. 55	SOIL TEMP. 56	57	58
	MID. TO																
	0550	1	0	0	T	40	33		5								
	1150	2	0	0	T	45	37		5								
	1750	3	.47	0	T	47	36		5								
	2350	4	.18	T	T	36	34		5								
	MID.		.01	T	T	—	—										

STATION PRESSURE COMPUTATIONS

TIME (L.S.T.) 59	0555	1155	1750	2355
ATT. THERM. 60				
OBSRVD. BAR. 61				
TOTAL CORR. 62				
STA. PRESS. 63	28.730	28.675	28.730	28.890
BAROGRAPH 64	28.730	28.680	28.730	28.880
BAR. CORR. 65	0	-.005	0	+.010

SUMMARY OF DAY (MIDNIGHT TO MIDNIGHT)

24-HR. MAX. TEMP. (°F.) 66	24-HR. MIN. TEMP. (°F.) 67	24-HR. PRECIP. WATER EQUIV. (INS.) 68	24-HR. SNOWFALL UNMLTD. (INS.) 69	SNOW DEPTH (INS.) 70	PEAK GUST SPEED (KNOTS) 71	PEAK GUST DIRECTION 72	PEAK GUST TIME L.S.T. 73	THICKNESS OF ICE ON WATER (INS.) 74	FROZEN GRND. LAYER (INS.) TOP 75	FROZEN GRND. LAYER (INS.) BASE 76	RIVER GAGE 77	24-HR. MAX. R. H. 78	24-HR. MIN. R. H. 79	WATER EQUIV. (INS.) 80	81
47	33	.59	T	T								85	67		

PRECIP. & THDRSTM. 82	BEGAN 83	ENDED 84	DUR. 85 Hrs. Mins.	OBSTR. TO VIS. 86	BEGAN 87	ENDED 88	DUR. 89 Hrs. Mins.
RW--	1246	1412		H	0525	1740	
RW-	1412	1506		F	1740	Cont	
RW	1506	1620					
RW-	1620	1650					
R-	1650	1718					
R	1718	1815					
R-	1815	2050					
R--	2050	2125					
R-	2125	2345					
F-	2145	2316					
S-	2316	Cont					

90 REMARKS, NOTES AND MISCELLANEOUS PHENOMENA

Total sunshine 0 Sunrise CLDY Sunset CLDY

Fastest observed 1-minute wind speed ______ m.p.h., or

Fastest mile 28 m.p.h.; associated direction NE and time: 1931

Excessive precipitation:

Δt (MINUTES)	5	10	15	20	30	45	60	80	100	120	150	180
PRECIPITATION (INCHES)												

BARO. TOUCHED: 1231, 1753, 2355

U. S. GOVERNMENT PRINTING OFFICE: 1958-O-477505

DEARBORN OBSERVATORY
NORTHWESTERN UNIVERSITY
EVANSTON, ILLINOIS 60201

16 October 1964

Major Hector Quintanilla
Foreign Technology Division
Box 9494
Wright-Patterson Air Force Base
Dayton, Ohio

RE: Monticello, Wisconsin Sighting of 3 April 1964 (incorrectly dated as 2 April on the record card)

On October 10, 1964, I interviewed Mr. and Mrs. Randolf Wold in Madison, Wisconsin, at their new address 1104 Gilson Street. I was accompanied by Mrs. Hynek and by William Powers and Jacques Vallee. The appointment for the interview was made by phone several days previously.

Mr. and Mrs. Wold were two of the four witnesses to an unusual sighting on the evening of April 3, 1964, just outside the town of Monticello, Wisconsin. Mr. Wold is a graduate student in anthropology at the University of Wisconsin, has been a member of an anthropological expedition to India two years ago, and is about as knowledgeable and articulate a witness as I have interviewed in a long while. I would rate his reliability exceedingly high, judging not only from his educational background but in the manner in which he (and his wife) answered our questions, frequently disagreeing between each other on minor points (number of lights, exact geometrical relationship of lights) as they reconstructed from memory an event which occurred several months ago. There was a total absence of hidebound positiveness about what they had seen, which I always take as a good sign. There was none of the attitude of "you-can't-tell-me-what-I've-seen, I-know-what-I-saw, etc, etc., etc.," but rather a calm consideration and evaluation of various possibilities.

I conducted much of the interrogation, and Mr. Powers and Mr. Vallee took independent notes and made drawings as they went along, to help in visualizing the situation. Summing up the sighting we have as follows:

Mr. and Mrs. Wold accompanied by her mother and Mrs. Wold's young sister, age 12, were leaving Monticello heading westward on County C for the town of Argyle just about 9:00 P. M. The time was checked by the fact that the stores were just closing. The night was quite dark, and they did not think that the stars or moon were out (The moon was at last quarter). When they were about one mile west of Monticello, they saw two red blinkers in about the 11:00-position. Their first reaction was that an accident had occurred and that these were police cars on a hill in the distance. Almost immediately, however, they recognized that the lights were too far above ground level to entertain this hypothesis, particularly as the source of the lights came closer and began to subtend an appreciable angle. Almost immediately they gathered the impression that an airliner was about to crash and that they were more or less on the direct line, even though the object was somewhat to their left. During this time they were observing through the windshield, but both of them stated that they rolled down the window left of the driver to get a better look, stopped the car, and turned off the headlights. At no time did they leave the car although urged to do so by the mother. The twelve-year-old became very frightened and fell to the floor of the car in the rear, hiding as much as possible from the apparition. We were told that she experienced nightmares later that night.

As the object came closer, it apparently slowed down to a hovering position right alongside of the car but about 100 yards (as best they could judge) to the left of the road. At this time there were four red lights, more or less at the vertices of a rectangle and one white light "in front" of the others. At the closest approach, they gave the impression that there was a host of minor lights, but the exact number could not be established.

At the closest approach, the object was behind telephone poles and telephone wires and subtended at an angle of about thirty degrees. It was so large that although they viewed it mostly by looking under the telephone wires, some of the lights were nonetheless above the telephone wires. The arrangement of the lights, as we could best discern, were arranged as though they were on a "flying hatrack" or "halltree" although at no time were any of them able to see any body to the object or any superstructure. Only the fact that the lights maintained a geometrical relationship throughout the sighting led them to believe that the lights were indeed attached to a physical structure of some sort. A few times they gave the impression that the red lights did reflect dimly off a metallic surface.

The object then passed slightly to the rear at which time Mr. Wold started the motor, turned on the headlights, and drove ahead to turn around. He turned into a farmer's driveway on the left of the road and after reversing his direction, found the light pattern growing smaller toward the east. He attempted to give chase to the object. There were no other cars on the road at the time, in either direction. The chase was futile for although they up to fifty miles an hour, the object disappeared very quickly into the distance in the direction of Monticello. The total duration of sighting was somewhere between five and fifteen minutes, but they have no accurate recollection of the time. They did drive the car a considerable distance before stopping and turning around, and so I would say five minutes is about a minimum time for the total duration. They stated that the object gave indication of intelligent operation and that it "appeared interested in the car." At some time or other during the observation, they also noticed green lights.

All this would give the impression that a helicopter had approached them at close range and then gone off swiftly. We discussed this possibility with them in detail but were forced to reject this hypothesis on several grounds. First, there was no sound whatever, even when the car had stopped, and they were turning around. They had their radio on low, (but no static or interference was heard), and they felt that the level of the music was sufficiently low so that a powered craft would certainly have been heard. A few weeks later, a television program made in England, and apparently demonstrating new devices in English aircraft, exhibited a device which had much the same trajectory as their object. The device exhibited was apparently a vertical takeoff device which maneuvered in the same swift gliding motions they observed. However, such devices produce a great deal of noise. Secondly, the helicopter hypothesis fails because of size, the subtended angle being, according to them, much too great to have been a helicopter one hundred yards away. Thirdly, no landing lights were used, and it seems inconceivable that a helicopter hovering so close to ground that it could be seen, at least in part, from below telephone wires, would have ventured so close to the ground without lights being on the ground.

There is the possibility that the lights they sighted were actually much farther away then they thought and that the lights might have been attached to several objects flying in formation. This is difficult to reconcile with the rapid approach and the rapid departure. Still, we should check whether Monticello is in a refueling mission path and whether there was a refueling mission going on at the time. However, my understanding is that refueling missions do not occur below twenty thousand feet, in which case the subtended angles, angular speeds, etc. are completely out of line.

The observers are obviously intelligent people who would far prefer to accept a rational terrestial explanation to their sighting but are unable to find one. They are most anxious for us to tell them what it was.

This was clearly not a hallucination since four people saw it and the first impressions were in rapid succession of patrol cars with blinking lights and then as the object got closer, of an airliner about to crash. There seems to be no doubt in their minds as to the very large angle subtended by the object. They indicated that had it come closer, it might just have been able to fit in between the successive telephone poles along the road.

Personally, I would like to entertain the helicopter hypothesis, but cannot unless the a) angular size is in error; b) the lack of noise is explained; and c) there is an explanation for the absence of landing lights. Still, we should check to see whether a helicopter mission was operating out of Truax Airbase that night.

We should also check the weather records. The witnesses' recollection is that the night was calm and that a lighted scientific balloon could not be the explanation. Scientific balloons, as I well know, if they descend nearly to the ground, do not suddenly take off and rise rapidly.

Unfortunately, this sighting must remain in the unidentified category, in my opinion, unless drastically new information is received. It occurs to me, that had this been a daytime sighting, we might have had something similar to the Socorro sighting except, of course, for the total absence of noise. It differs also, of course, in that there was no actual landing. This case, therefore, joins the group of unidentifieds which seems to grow at a steady (and distressing) rate. I believe it would be profitable to revisit the scene, but this time with the mother and daughter, and go over the same ground in the daytime. Weather records for that night should certainly be obtained. It is especially important to know whether there was an overcast, and what the wind conditions were. In view of the excellence of the witnesses, I find it impossible to dismiss this instance as a product of excited imaginations or as a desire for publicity, etc. Indeed, these witnesses had no intention of telling their story originally; the wife's father, I believe it is, is a Marine and felt it was their duty to report it.

On the way home, all of us agreed that no formal questionnaire can bring out the sense and detail of a sighting, or an adequate estimate of the reliability of the observers, that a personal interview can. But we also agreed that failing a personal interview, a request for a simple narrative statement from the witnesses, answering only a few specific questions would be preferable, at least in the first stages, to a questionnaire.

In short, to have the witness tell in his own words, guided by just a brief outline as to what the circumstances of the sighting were such as was it day or night; what was the duration of the sighting; and how many people were with the witness. We can get the names, telephone numbers, etc. later if the thing seems worthwhile. These people in Madison had filled out the questionnaire (which you should have in your hands now), but a questionnaire is a dead thing compared to the person's own narrative style. It can't be an unguided narrative, but it must be a narrative answering just a few prestated questions. Besides, most people regard questionnaires as another government form, and they are somehow just a little afraid of it, to say nothing of shying away from overcoming the inertia of filling out such a report. If, on the other hand, they are asked to answer as simply as possible questions such as what did you see and what did it look like, writing it as if they were telling it to a neighbor, I think we would get an added dimension that somehow seems to be missing in questionnaires. I realize that I had a fair amount to do with devising the questionnaire, and I think it certainly serves a purpose in many cases, but I wonder if it wouldn't be better to precede it by a bald statement of the circumstances.

We can talk about this next time I see you. Of course, there is nothing that takes the place of a personal interview, but these are expensive and time-consuming.

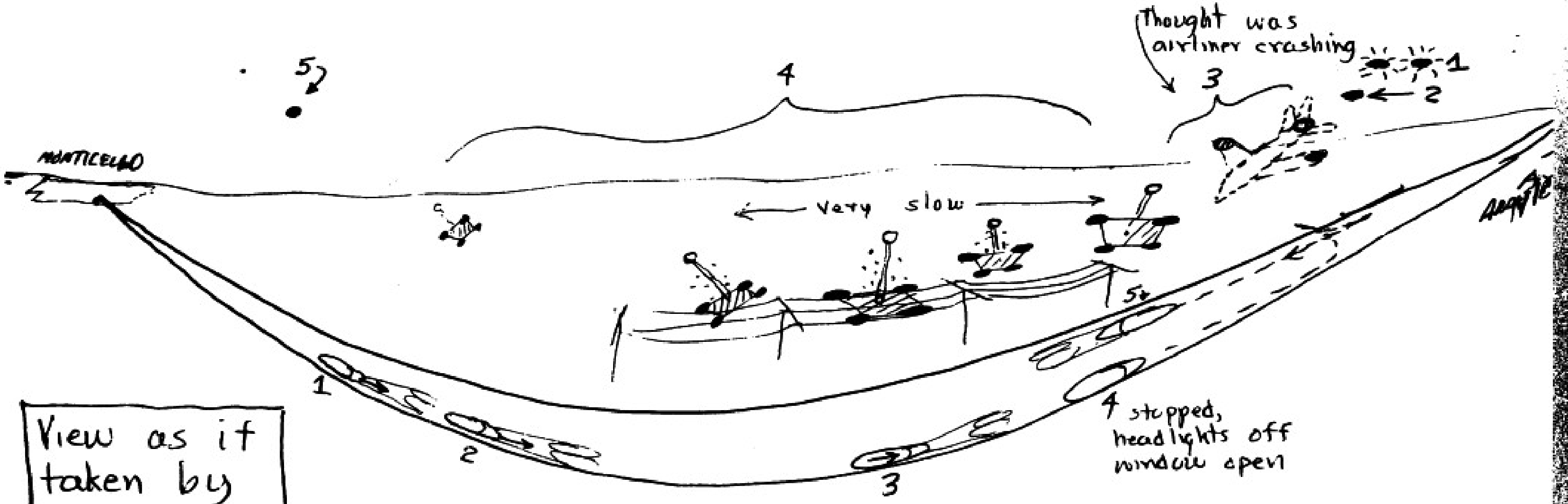
By the way, I think Bill Powers' diagram is a pretty good one. He put a lot of work into getting the details for it.

Cordially,

Allen

Allen

JAH:krf


MONTICELLO
5
4
3
Thought was airliner crashing
1
2
very slow
5
1
2
3
4 stopped, headlights off window open

View as if
taken by
180° camera

Note: only lights seen. Structure and shading shown only to clarify perspective.

- ● Red running light
- ✺ Red flasher light
- ○ White light
- ◉ Green Running light
- • Tiny green lights "like Italian Christmas-tree lights"

MONTICELLO, WISCONSIN.

PAGE 3 RUCDAH 117 UNCLAS

F. IDENTIFYING INFORMATION:

(1) MR. RANDOLF WOLD & MRS. RANDOLF WOLD
1906 UNIVERSITY AVE., MADISON, WISCONSIN
S RELIABILITY: GOOD.

(2) MRS ROBERT ROSSING & YOUNG DAUGHTER
ARGYLE, WISCONSIN
RELIABILITY: GOOD

G. PREPARING OFFICER:

1ST LT CHARLES R. PIVER, 70531A
STAFF INTELLIGENCE OFFICER
CHICAGO AIR DEFENSE SECTOR

THE REPORT WAS RECEIVED FOUR DAYS AFTER SIGHTING. SOURCES SEEM RELIABLE BUT NO INFORMATION AT THIS HEADQUARTERS CAN CONFIRM. NO EXPLANATION OF SIGHTING CAN BE MADE.

BT

NNNN

NNNN 2 APR

[illegible] 03 39z

WPA008SQM379ZCAHA952

RR RUCDSQ

DE RUCDAH 117 08/2301Z

ZNR

R 082230Z ZEN

FM HQ CHICAGO ADS TRUAX FLD WIS

TO RUWGALE/ADC ENT AFB COLO

RUCDSQ/FTD WPAFB OHIO

RUEAHQ/OSAF WASH DC

RUEAHQ/CSAF WASH DC

BT

[illegible] 1-5 = [illegible] (UFO)

UNCLAS CHODC 04006. OSAF FOR SAFOI; CSAF FOR AFCIN; 30AIR DIV FOR 30-OIN. UFO SIGHTED 0300Z 3 APRIL 1964 BY CIVILIAN REPORTED TO CHADS 2115Z 7 APRIL 1964. A. DESCRIPTION OF OBJECT:

(1) SHAPE: NO SUPERSTRUCTURE, FOUR (4) MAIN SECTIONS CONNECTED TOGETHER. LOOKED LIKE TINKER TOYS.

(2) SIZE: SMALL FERRIS WHEEL.

(3) COLOR: UNKNOWN WITH EXCEPTION OF LIGHTS.

(4) NUMBER: ONE (1)

(5) FORMATION: NONE

(6) DISCERNABLE FEATURES: FOUR (4) HUGE RED LIGHTS ALONG WITH OTHER LIGHTS OF WHITE AND GREEN.

(7) NONE

(6) DISCERNABLE FEATURES: FOUR (4) HUGE RED LIGHTS ALONG WITH OTHER LIGHTS OF WHITE AND GREEN.

(7) NONE.

(8) THERE WAS NO SOUND ACCOMPANYING OBJECT.

B. DESCRIPTION OF COURSE.

(1) SAW REDHLIGHTS OFF ROAD.

(2) FIRST OBSERVED NEAR GROUND.

(3) TOOK OFF IN A CANTED ALTITUDE, ELEVATION AND AZIMUTH UNKNOWN.

(4) HOVERED ABOVE GROUND

(5) OBJECT AND AUTHO APPROACHED EACH OTHER ON PARALLEL COURSE AT APPROX 300 FT APART. OBJECT VEERED AWAY FROM MONTICELLO AND DISAPPEARED.

(6) OBSERVATION TIME APPROX 3-4 MINUTES

C. MANNER OF OBSERVATION: VISUAL (GROUND)

D. TIME & DATE OF SIGHTING:

(1) 03/0300Z APR 64. - 02/0900 Local

(2) LIGHT CONDITION: NIGHT.

E. LOCATION OF OBSERVERS: ONE (1) MILE WEST OF

U.S. AIR FORCE TECHNICAL INFORMATION

This questionnaire has been prepared so that you can give the U.S. Air Force as much information as possible concerning the unidentified aerial phenomenon that you have observed. Please try to answer as many questions as you possibly can. The information that you give will be used for research purposes. Your name will not be used in connection with any statements, conclusions, or publications without your permission. We request this personal information so that if it is deemed necessary, we may contact you for further details.

1. When did you see the object?

3 (Day) April (Month) 1964 (Year)

2. Time of day: 8 (Hour) 45 (Minutes) approx

(Circle One): A.M. or [✓ P.M.]

3. Time Zone:

(Circle One):
a. Eastern
[✓ b. Central]
c. Mountain
d. Pacific
e. Other ____

(Circle One):
a. Daylight Saving
[✓ b. Standard]

4. Where were you when you saw the object?

____ (Nearest Postal Address) Monticello (City or Town) Wisoonsin (State or County)

5. How long was object in sight? (Total Duration) ____ (Hours) 10 (Minutes) ____ (Seconds)

a. Certain
b. Fairly certain
c. Not very sure
[✓ d. Just a guess]

5.1 How was time in sight determined? ____

5.2 Was object in sight continuously? Yes ✓ No ____

6. What was the condition of the sky?

DAY
a. Bright
b. Cloudy

NIGHT
a. Bright
[✓ b. Cloudy] - Very Dark

7. IF you saw the object during DAYLIGHT, where was the SUN located as you looked at the object?

(Circle One):
a. In front of you
b. In back of you
c. To your right
d. To your left
e. Overhead
f. Don't remember

FORM FTD OCT 62 164 This form supersedes FTD 164, Jul 61, which is obsolete.

8. IF you saw the object at NIGHT, what did you notice concerning the STARS and MOON?

8.1 STARS *(Circle One)*:

[✓ a. None]
b. A few
c. Many
d. Don't remember

8.2 MOON *(Circle One)*:

a. Bright moonlight
b. Dull moonlight
[✓ c. No moonlight – pitch dark]
d. Don't remember

9. What were the weather conditions at the time you saw the object?

CLOUDS *(Circle One)*:

a. Clear sky
b. Hazy
c. Scattered clouds
[✓ d. Thick or heavy clouds]

WEATHER *(Circle One)*:

[✓ a. Dry]
b. Fog, mist, or light rain
c. Moderate or heavy rain
d. Snow
e. Don't remember

10. The object appeared: *(Circle One)*:

a. Solid
b. Transparent
c. Vapor
[✓ d. As ~~a~~ lights]
e. Don't remember

11. If it appeared as a light, was it brighter than the brightest stars? *(Circle One)*:

[✓ a. Brighter]
b. Dimmer
c. About the same
d. Don't know

11.1 Compare brightness to some common object:

brighter than aircraft lights in the distance but at the distance sighted probably equal in brightness

12. The edges of the object were:

(Circle One): a. Fuzzy or blurred
b. Like a bright star
c. Sharply outlined
d. Don't remember
e. Other could see no surface except a small metalic area lighted by a greenish – white light. shape suggested by placement of the lights

13. Did the object: *(Circle One for each question)*

a. Appear to stand still at any time?	[✓ Yes]	No	Don't know
b. Suddenly speed up and rush away at any time?	[✓ Yes]	No	Don't know
c. Break up into parts or explode?	Yes	[✓ No]	Don't know
d. Give off smoke?	Yes	[✓ No]	Don't know
e. Change brightness?	Yes	[✓ No]	Don't know
f. Change shape?	Yes	[✓ No]	Don't know
g. Flash or flicker?	Yes	[✓ No] not all flickered	Don't know
h. Disappear and reappear?	Yes	[✓ No]	Don't know

14. Did the object disappear while you were watching it? If so, how? yes. – it had remained stationary for some time and then began moving away at a slow speed but when we turned the car around and attempted to follow it, it gained speed and disappeared toward Monticello veering around the town itself.

15. Did the object move behind something at any time, particularly a cloud?

(Circle One): [✓ Yes] No Don't Know. IF you answered YES, then tell what it moved behind: only telephone poles and wires

16. Did the object move in front of something at any time, particularly a cloud?

(Circle One): [✓ Yes] No Don't Know. IF you answered YES, then tell what in front of: the opposite hill slope of the valley

17. Tell in a few words the following things about the object:

a. Sound none that could be heard above our idling engine

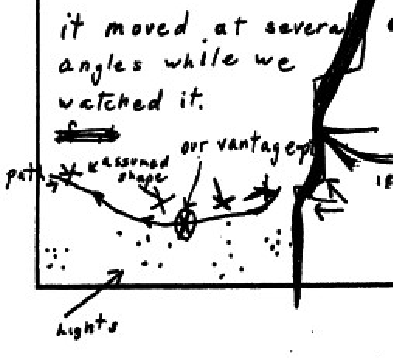
b. Color – only of lights; red, green + a greenish-white.

18. We wish to know the angular size. Hold a match stick at arm's length in line with a known object and note how much of the object is covered by the head of the match. If you had performed this experiment at the time of the sighting, how much of the object would have been covered by the match head?

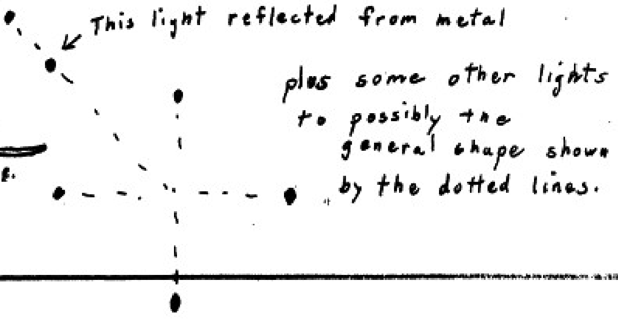
only a single light, a small fraction of the total area encompased by the lights.

19. Draw a picture that will show the shape of the object or objects. Label and include in your sketch any details of the object that you saw such as wings, protrusions, etc., and especially exhaust trails or vapor trails. Place an arrow beside the drawing to show the direction the object was moving.

it moved at several angles while we watched it.



as it looked when closest


This light reflected from metal
plus some other lights to possibly the general shape shown by the dotted lines.

20. Do you think you can estimate the speed of the object?

(Circle One) [✓ Yes] No

IF you answered YES, then what speed would you estimate? from dead stop gradually to speeds much greater than 60 MPH., as it left very fast

21. Do you think you can estimate how far away from you the object was?

(Circle One) [✓ Yes] No

IF you answered YES, then how far away would you say it was? at closest approx 100 yds.

22. Where were you located when you saw the object? (Circle One):

a. Inside a building
[✓ b.] In a car
c. Outdoors
d. In an airplane (type)
e. At sea
f. Other ______

23. Were you (Circle One)

a. In the business section of a city?
b. In the residential section of a city?
[✓ c.] In open countryside?
d. Near an airfield?
e. Flying over a city?
f. Flying over open country?
g. Other ______

24. IF you were MOVING IN AN AUTOMOBILE or other vehicle at the time, then complete the following questions:

24.1 What direction were you moving? (Circle One)

a. North
b. Northeast
c. East
d. Southeast
e. South
f. Southwest
g. West
h. Northwest

24.2 How fast were you moving? 40± miles per hour.

24.3 Did you stop at any time while you were looking at the object?

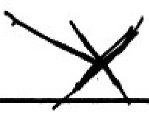
(Circle One) [✓ Yes] No

25. Did you observe the object through any of the following?

a. Eyeglasses	[✓ Yes]	No	e. Binoculars	Yes	No
b. Sun glasses	Yes	No	f. Telescope	Yes	No
c. Windshield	[✓ Yes]	No	g. Theodolite	Yes	No
d. Window glass	[✓ Yes]	No	h. Other also open window		

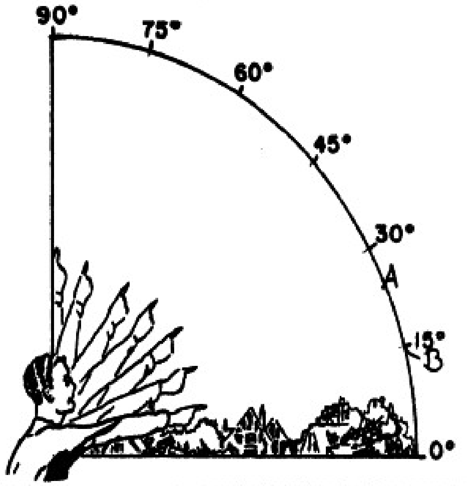
26. In order that you can give as clear a picture as possible of what you saw, describe in your own words a common object or objects which, when placed up in the sky, would give the same appearance as the object which you saw.

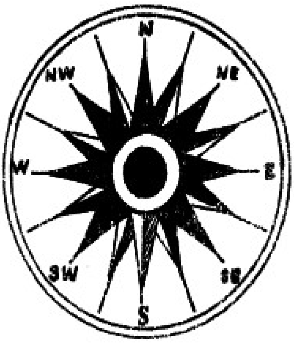
none — possibly a vertical take off aircraft, but without wings,



— a hall tree with an exagerated base

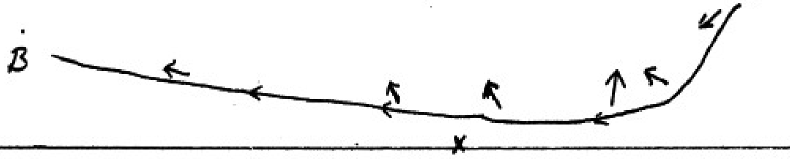
27. In the following sketch, imagine that you are at the point shown. Place an "A" on the curved line to show how high the object was above the horizon (skyline) when you *first* saw it. Place a "B" on the same curved line to show how high the object was above the horizon (skyline) when you *last* saw it. Place an "A" on the compass when you *first* saw it. Place a "B" on the compass where you *last* saw the object.





28. Draw a picture that will show the motion that the object or objects made. Place an "A" at the beginning of the path, a "B" at the end of the path, and show any changes in direction during the course.

arrows ↑ indicate the attitude of the craft



29. IF there was MORE THAN ONE object, then how many were there? ________________

Draw a picture of how they were arranged, and put an arrow to show the direction that they were traveling.

visually unconnected lights – but they obviously were connected as they remained in a consistant relationship to each other

30. Have you ever seen this, or a similar object before. If so give date or dates and location.

Never

31. Was anyone else with you at the time you saw the object? (Circle One) [✓ Yes] No

31.1 IF you answered YES, did they see the object too? (Circle One) [✓ Yes] No

31.2 Please list their names and addresses:

Mrs. Randolph Wold, 1906 University Ave., Madison 5, Wis.
Margaret Rossing, Argyle, Wis.
Mrs. Robert Rossing, Argyle, Wis.

32. Please give the following information about yourself:

NAME Wold (Last Name) Randolph (First Name) Martin (Middle Name)

ADDRESS 1104 GILSON St. ~~1906 University~~ Ave. (Street) Madison (City) 5 (Zone) Wisconsin (State)

TELEPHONE NUMBER 255-0401 ~~Ce 30939~~ AGE 21 SEX Male

Indicate any additional information about yourself, including any special experience, which might be pertinent.

33. When and to whom did you report that you had seen the object? Narleen Nelson

4 (Day) April (Month) 1964 (Year)

34. Date you completed this questionnaire: 5 (Day) MAY (Month) '64 (Year)

Got mislaid till now. We are very sorry

35. Information which you feel pertinent and which is not adequately covered in the specific points of the questionnaire or a narrative explanation of your sighting.

PROJECT 10073 RECORD CARD

1. DATE 9 Apr 64	**2. LOCATION** Ardmore, Oklahoma		**12. CONCLUSIONS** ☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical ☐ Other______ ☒ Insufficient Data for Evaluation ☐ Unknown
3. DATE-TIME GROUP Local 2010 GMT 10/0210Z	**4. TYPE OF OBSERVATION** ☒ Ground-Visual ☐ Ground-Radar ☐ Air-Visual ☐ Air-Intercept Radar		
5. PHOTOS ☐ Yes ☒ No	**6. SOURCE** Civilian		
7. LENGTH OF OBSERVATION 10-15 Seconds	**8. NUMBER OF OBJECTS** one	**9. COURSE** Manuvered	

10. BRIEF SUMMARY OF SIGHTING

Drawing of object with windows. Object reported to have manuvered after appearing in the West. Impression was that object was extremely large. Resembled ~~xxxxxx~~ an old blimp. ~~Xxx~~ Appeared over trees in West. Made a sharp turn and ~~disappeared~~. disintegrated.

11. COMMENTS

Description and drawing indicated a possible a/c towing an advertising banner. Request for additional data not answered. Insuff data for eval.

ATIC FORM 329 (REV 26 SEP 52)

Ardmore, Oklahoma
7-18-64

Capt. Hector Quintanilla Jr.
Project Bluebook U.F.O.
Wright Patterson Air Force Base
Dayton, Ohio

Dear Sir:

A recent United Press release by Emily R. Svellis mentioned your project.

I am enclosing a sketch made by me after seeing some type of object on 4-9-64 about 8:10 PM. I am not sure as to accuracy on number of windows or size. It was visible long enough to have counted, but the general over-all dimensions and construction were so unusual I'm afraid I did'nt think on a scientific basis. It appeared much larger than object mentioned in article as seen in New Mexico by Mr. Zamora, more like the old type blimp as I remember them. The cloud in the sketch seemed very close, it appeared from back of trees in western sky over garage roof, from angle of object it must have been in process of sharp turn. The disintegration process of framework becoming fuzzy started while object was seemingly stationary, but process was quick and object moved on in same direction, with framework clouding over when last visible.

If you tell me this was a weather or observation object belonging to the United States, it would make me very happy, since I find myself looking at each cloud with great suspicion. I would be glad to answer any questions if sketch seems of interest, but I would not like to have my name used in relation to the matter.

A stamped addressed envelope is enclosed and I would like to have sketch returned. The reason for sending it along was to avoid a wordy description. Thank you for your consideration.

Very truly yours,
Bonnie M. Rollins
Bonnie Mae Rollins
Box 662
Ardmore, Oklahoma

HEADQUARTERS
FOREIGN TECHNOLOGY DIVISION
AIR FORCE SYSTEMS COMMAND
UNITED STATES AIR FORCE
WRIGHT-PATTERSON AIR FORCE BASE, OHIO

REPLY TO
ATTN OF: TDEW

SUBJECT: UFO Sighting, Ardmore, Oklahoma, 9 Apr 64

27 Jul 64

TO: Hq USAF SAFOI PB (Mrs Gaiser)
Wash D C 20330

1. Reference the attached letter from Miss Bonnie Mae Rollins requesting information on an unidentified flying object which she observed on 9 Apr 64. This letter is forwarded to your office for reply.

2. The information presented in Miss Rollins' letter contained insufficient data for evaluation. It is suggested that an FTD Form 164 be forwarded to her for completion.

3. The object cannot be associated with any known type of weather phenomena since apparently the object had definite shape and construction. The duration was omitted as well as motion of the object. The drawing indicates the probability of an aircraft towing a banner with electrical lights for advertising, with Miss Rollins observing only the banner. Similar sketches have been submitted by witnesses observing this phenomena. She could check the local airport and inquire as to various companies flying these advertising missions. They would no doubt keep a record of flights during Apr 64.

FOR THE COMMANDER

Hector Quintanilla Jr, Maj
ERIC T. de JONCKHEERE
for Colonel, USAF
Deputy for Technology
and Subsystems

1 Atch
a/s

YOU - THE NUCLEUS OF SECURITY!

August 7, 1964

Dear Mrs. Rollins:

This is in reply to your letter of July 18, 1964, addressed to Captain Quintanilla at the Project Blue Book Office at Wright-Patterson Air Force Base, on the subject of an Unidentified Flying Object you observed.

Inclosed is a Form 164 "U.S. Air Force Technical Information" questionnaire. It is requested that you complete this form and return it to this Headquarters. A self-addressed envelope is inclosed for your convenience. The information given in your letter was not sufficient enough to enable our Project Office to make an evaluation. The object you sketched cannot be associated with any known type of weather phenomena since it apparently had definite shape and construction. The drawing indicates the probability of an aircraft towing a banner with electrical lights for advertising. It may of course be possible that you observed only the banner. Similar sketches have been submitted by persons observing this phenomena. You might check your local airport and inquire as to various companies flying these advertising missions.

In the 164 questionnaire, would you list the duration of the sighting as well as the motion of the object, and complete the other questions in as much detail as possible.

Sincerely,

MASTON M. JACKS
Major, USAF
Public Information Division
Office of Information

Inclosure

Mrs. Bonnie Mae Rollins
Box 662
Ardmore, Oklahoma

9 Apr 64.
Ardmore, Okla

Ardmore, Okla.
8-13-64

Major Maston M. Jacks,USAF
Public Information Division
Washington, D.C.

Dear Sir:

Thank you for acknowledging the sketch submitted. Since you state simular sketches submitted have been determined as advertising banners, I will accept this evaluation.

Due to lapse of time, and fact that I do not have a photographic or scientific mind, it does not appear that completion of your Form 164 could be of much technical value.

Thank you for your consideration.

Sincerely,

Bonnie M. Rollins

Bonnie M. Rollins

1. DATE.- TIME GROUP

26 May 1964 27/0400Z

2. LOCATION

Pleasantville, Pennsylvania

3. SOURCE

Civilian

10. CONCLUSION

UNIDENTIFIED

Case not resolved as conventional object or phenomena. Carried as UNIDENTIFIED.

4. NUMBER OF OBJECTS

One

5. LENGTH OF OBSERVATION

Varied

6. TYPE OF OBSERVATION

Ground-Visual

7. COURSE

West (?)

8. PHOTOS

☐ Yes
☒ No

9. PHYSICAL EVIDENCE

☐ Yes
☒ No

11. BRIEF SUMMARY AND ANALYSIS

Object was a brilliant white light in a dark field. The brilliance was like that of a flash bulb and as large as the moon or basketball higher in the sky. Observer caught a glimpse of a yellow-orange gaseous bottom of a ball which seemed streaked with blue. It moved at a high rate of speed. Went out of sight in 1-2 seconds. Disappeared and reappeared again, took after it for about 2 miles down the road. It was very low over a field and clearly defined. It looked like a perfect circle of yellow-orange light and was standing still. Object was approx 25 deg off the ground.

FTD FORM SEP 63 0-329 (TDE) Previous editions of this form may be used.

Report on telephone conversation with Reverand Curtis Shaw, First United Presbyterian Church, 155 East State Street, Pleasant view, Pennsylvania, phone 589-8192, regarding his observation of 26 May 64, phone call was made on 10 May 65.

GENERAL COMMENTS:

1. Object of phone call was to determine if possible, through the conversation, of general eliability and exciteability of observer and to attempt to bring out any inconsistancies and contradictions during the retelling of the story.

2. As stated in the original report the sighting was divided into three phases:

Phase One: Revered Shaw and a Mr Walter MacDonald, phone 589-9401, were driving west on route 36-27 in fairly open country, when for three or four seconds they saw a very bright light, so bright, Reverend Shaw said over the telephone that they almost had to squint at it. He said he was sure it was close by because it was in front of trees that were on the other side of the field. The Rev, incidentally is a young man, who on 1 Jun 65 is being tansferred to another parish. The light in the field suddenly went out.

Phase Two: Shortly after this, apparently just a matter of aminute or so, both men saw a clearly defined light but not so bright as the first light, somewhat higher in the sky, higher than the treetops, to their right, definitely circular outlines, but appeared as a reflective light, somewhat larger than the moon. If this was the original light it must have crossed the road. Shaw said that it might have crossed over the car. Mr MacDonald was frightened. This second phase occurred about ½ mile West of the original sighting. During the second phase Rev Shaw got out of the car and saw the actual moon elsewhere in the sky. He said the sky was very clear. Object was a clear silver white color. He originally stated the second phase lasted 12-15 seconds but agreed that since in this time he had to stop the car, get out, look around and get back into the car and look out the front window the time must have been longer. Here his story is inconsistant.

He said it was very close to the car, so close that he had to look at a sharp angle upward through the windshield to see it, he had started up the car again and at this time object apparently took off at a high fantastic rate of speed. In any case he lost sight of it.

Phase Three: He took off West in the car atempting to trail the object. After proceeding two miles, during a part of which journey he was illegally on blocked road that was under repair, he saw the object again. Now it looked like a circle of stationary yellow orange light, he thinks it was about 500 yards away, again they got out and watched for about two minutes. They got into the car once again and proceeded towardsthe object along dirt road which circles the lot on which the light was either resting or hovering very low. Very shortly thereafter (Rev Shaw was hazy on wxact times and durations) he said the light which now looked like a large setting sun, rose some 25 feet off the field. The he said it rose a little higher and traveled West, horizontly with incredible speed and disappeared within 5 seconds.

2. He said he could have gotten terrific movies of it had he had a camera because the light was so brihgt. There was no sound, however the light did not give the impression of being attached to anything "just a big ball of light". Sky was almost complete clear with very little wind.

3. Rev Shaw said they had the feeling "they were observing something in another world".

4. MISCELLANEOUS COMMENTS RELATIVE TO SIGHTING: The light did not give of beams of light, rather seemed to glow, it went from a dead stop to phenomenal speed. the Rev Shaw said "it seemed like the thing was looking at us". At one time he turned his headlights off because he was afraid of an attack. He said he felt frightened, got very frightened and for five weeks after this when he took the garbage out, etc and looked at the pine trees he had a chilly, erie feeling, sort of expecting the thing to come back. It never did.

5. The only other possible collaboration was a Mrs Kreller, who lives close by who said she saw a bright light in the sky but merely pulled down her shade. (A fine example of scientific curiosity)

6. The Rev also indicated that when the light was closed to the car it was lower than the top of a telephone pole and seemed to be swooping down.

7. Unfortunately the Rev was unable to couch anything in scientific terms. He used vague descriptions and was not precise as to the motions of the light. He was precise about the roads used and the distances his car traveled. It was clear from the conversation that he had been deeply moved by the experience, Also, that he didnot want any publicity since he is aware that it would due his reputation any good. He didn't talke about his experience with anyone for several months but finally was inadvertently put in touch with a man from NICAP. This sighting is now, therefore, in the NICAP files.

9. I think it might be worthwhile for me to talk with Mr MacDonald also.

ALBERT W. JOHNSON
23D DISTRICT, PENNSYLVANIA
1415 LONGWORTH HOUSE OFFICE BUILDING

HOME ADDRESS:
409 FRANKLIN STREET
SMETHPORT, PENNSYLVANIA

COMMITTEES:
GOVERNMENT OPERATIONS
POST OFFICE AND CIVIL SERVICE

TELEPHONE:
CAPITOL 4-3121
EXTENSION 5121

Congress of the United States
House of Representatives
Washington, D.C. 20515

JAN 12

January 11, 1962

Major General P. M. Holsington
Office of Legislative Liaison
Department of the Air Force
Washington, D. C.

Dear General Holsington:

I am sending you a copy of a letter and a newspaper article sent to me by The Reverend H. Curtis Shaw of Pleasantville, Pennsylvania.

Any information you may be able to give me so that I can reply to Reverend Shaw would be appreciated.

Sincerely yours,

Albert W. Johnson
ALBERT W. JOHNSON

bn

First United Presbyterian Church
Pleasantville, Pennsylvania 16341

H. CURTIS SHAW, MINISTER
[illegible] EAST STATE STREET
PHONE [illegible]

January 9, 1965

The Hon. Albert W. Johnson
23d District, Pennsylvania
1415 Longworth House Office Building
Washington, D.C. 20515

Dear Mr. Johnson:

I was very happy you were elected and supported you in this area even though we differ over Bible Reading in Public Schools.

Something happened to me in May along with another man who was with me (Thank God he was!). This is why I enclose the article on UFO's.

Here is a brief summary of what happened May 26, 1964 at about 11 p.m.:

We were driving west on Route 36-27 towards Pleasantville when we saw a brilliant globe or ball of white light in a field just off to our left (South). We stopped and looked. It was perhaps 150-200 yards away. Suddenly the light went out. We continued into Pleasantville and saw a silver-white light (about the size of a basketball) above the tree-tops just to the right of us. It was not as intense as the first light. We looked at it. All the windows in the car were down so it could not be a reflection. Suddenly it went out.

I turned and looked out the front window and caught a glimpse of the bottom of a yellow-orange ball going west at fantastic speed. (I had the impression it had swept over the car). The bottom of this yellow-orange ball (or globe) was shot through with blue and looked gaseous. I went after it but it was out of sight.

Route 27 was torn up and blocked off but I drove around the road block hoping to see "it" again. We did. It was setting in a field between Pleasantville and Titusville--yellow orange and looked clearly defined (not having the gaseous look it had when in motion). We got out of the car and watched it. It appeared to "hover" for perhaps two minutes. Then it rose up suddenly and shot away from us like a bullet. It looked to be from 4 to 6 feet in diameter in the field but disappeared from view, going west in a straight line, in about 4-5 seconds.

I should like any information you have about UFO's. I was a complete skeptic until May 26. Also I should like to know if the Air Force does censor all sightings unless they can be explained as Maj. Keyhoe asserts. After reading this article two questions came to mind. 1) Was the "blue light" seen by John Glenn when he was orbiting ever explained? 2) Was there an explanation for Scott Carpenter's radio failure?

Maj. Keyhoe emphasis is upon planes, capsules, and rockets. I assure you what we observed was far lower than any plane capsule or rocket or baloon. I had considered a balloon possible but the tremeddous speed and altitude (to say nothing of the peculiar glowing yellow-orange light) rules it out.

I do not believe that censorship is the answer. If this is some government experiment they are shocking citizens.

Thank you for your attention in this matter.

Kindest regards.

Sincerely,

H. Curtis Shaw

H. Curtis Shaw

Shaw, T Curtis

MEMORANDUM FOR DIRECTORATE OF LEGISLATIVE LIAISON, SAF-OS
ATTENTION: MAJOR WEART, SAF-LLI, TEAM E

SUBJECT: Congressional Referral on UFOs

Attached is a proposed reply to Congressman Albert W. Johnson on UFOs.

JESSE E. STAY
Colonel, USAF
Chief, Public Information Division
Office of Information

3 Atch
1. Draft of Reply
2. FTD Form 164
3. Report (2 cy)

DRAFT/Mrs Hunt/SAF-OIPB/74425/25 Jan 65

Dear Congressman Johnson:

There is no truth to the allegation that the Air Force withholds or censors any information concerning unidentified flying objects. The results of all Air Force investigations have always been made available to bona fide news representatives and scientific researchers. Press releases are issued as warranted, and an annual report on the project is available to the public. A copy of this report is attached to provide additional information to Reverend Shaw.

In 16 years of investigating over 9000 reports of unidentified flying objects, the evidence has proved beyond reasonable doubt that all reported aerial phenomena have been objects either created and sent aloft by man, generated by atmospheric conditions, or caused by celestial bodies or the residue of meteoric activity.

There has never been any evidence that UFOs reported to the Air Force represented extraterrestrial vehicles. No such object reported to the Air Force has given any indication of a threat to the United States nor has any evidence been presented that any unidentified flying object exhibited characteristics beyond the scope of current technical or scientific knowledge.

The former Chairman of the House Armed Services Committee, Mr. Carl Vinson, recently indicated his satisfaction with the conduct of the UFO program by the Air Force and stated that there is no reason for Congressional hearings on this subject.

Should Reverend Shaw desire to submit a report of his sighting to the Air Force for evaluation, he should complete the attached FTD Form 164 as fully as possible and return it to Project Blue Book Information Officer, Hq USAF (SAF-OIPB), Washington, DC, 20330. The Air Force will investigate the report, and Reverend Shaw will be advised of the conclusions reached by the Air Force.

Sincerely,

OFFICIAL FILE COPY

26 MAY 64

Pennslyvania

OFFICIAL FILE COPY

FTD (TDPT)
Wright-Patterson AFB, Ohio 45433
28 January 1965

The Reverend H Curtis Shaw
First United Presbyterian Church
155 East State Street
Pleasantville, Pennsylvania 16341

Dear Reverend Shaw,

Your reported observation on the night of 26 May is indeed interesting and I might add some what confusing to us also. Your letter is being forwarded to Dr J Allen Hynek, Director of Dearborn Observatory at Northwestern University and consultant to the Air Force on this matter. We are unable to offer you any explanation for the series of lights which you have described.

The attached brochure represents the Air Force efforts to date relating to this phenomenon. In answer to your specific question regarding NICAP and their publication "The UFO Evidence". NICAP has no connection with the United States Government. The publication was reviewed by the Air Force and close examination failed to reveal any evidence which would indicated that unidentified flying objects exist as space ships under intelligent control. The charges made that the Air Force withholds information is false and refuted by the publication itself, since Air Force case files are the prime source of the material used.

We have also read the article in "True Magazine". Mr Keyhoe has written many similar articles. The Air Force sent a letter to NASA regarding the alleged 8 Apr 64 Gemini capsule incident. NASA informed the Air Force that such an incident did not occur, that the objects tracked by radar were fragments which separated from the booster. Since these fragments normally separate from the booster in a successful launch operation, there was no need for NASA to submit a report of any kind. Radar tracked the fragments and the capsule in order to gain scientific orbital flight information.

Sincerely,

HECTOR QUINTANILLA, Jr
Major, USAF
Chief, Project Blue Book

1 Atch
Brochure

cc: Dr J Allen Hynek

First United Presbyterian Church
Pleasantville, Pennsylvania 16341

H. CURTIS SHAW, MINISTER
155 EAST STATE STREET
PHONE XXXX
589-8192

December 30, 1964

Project Bluebook
Wright-Patterson AFB
Ohio

Dear Sir:

Last May 26 about 11:00 p.m. Mr. Walter MacDonald and I were driving west on Routes 36-27 when we saw a large globe of brilliant white light in a dark field off to our left (south). It was close and either on the field or just off it. Its intensity of brilliance was like that of a flash bulb so its size was difficult to estimate. Suddenly the light disappeared.

Proceeding slowly west we again saw a ball of silver-white light about the size of a large moon or basketball higher in the sky (above the treetops) and stationary. The sky was clear and I stepped out on the road and saw the moon high in the sky in back of us (east). The round light above the treetops looked like a light might look if it was reflected in a mirror. We watched this light with the right front window rolled down. It lasted about 12-15 seconds then went out abruptly. This was about .5 of a mile from the initial bright light in the field west.

As I turned my head and looked out the front window I caught a glimpse of a yellow-orange gaseous bottom of a ball which seemed streaked with blue. It had to be low as I looked out the front window to proceed west on the road. It was moving at a fantastic rate of speed. It got out of sight west of us in 1-2 seconds (unless it went up).

I took after it and had lost sight of it. About two miles down the road (the last section of which was under repair and blocked off) we saw it again. I had gone around the road block travelling west hoping to see it again. It was very low over a field and clearly defined. It looked like a perfect circle of yellow-orange light and was standing still. It was probably 550 yards from us. We got out of the car and watched. It was to the left of the road on the field.

After watching for about two minutes I told Mr. MacDonald I thought we could get closer. About 100 yards there is a dirt road off to the left which circles the field. We got into the car and started for the road. Just as I began to turn off the main roat (Route 27 W) the sphere ascended--perhaps 25 feet off the ground. I immediately stopped the car. (It looked like a large setting sun).

Rising a little higher, it "shot" west (quite low and with incredible speed, travelling horizontally, and disappeared from sight in about 5 seconds. I drove into Titusville chasing it but it was definitely gone this time.

I didn't talk about this for three months except with Mr. MacDonald. Then this fall, the local Titusville Newspaper said they had a picture of a UFO. I went to see it and it looked like a cloud. They said the picture was taken below Oil City on Route 8, I believe. It looked like a cloud to me having no paticular shape.

The reporter asked me why I had come in. I told him briefly what I had seen in May. He called a man from NICAP (which I had never heard of) who came over to the news office and talked with me a couple of hours and gave me a copy of "The UFO Evidence."

Not long ago he called me and told me to get a copy of the latest issue of "True Magazine" calling my attention to an article by Major Donald Keyhoe. I got the magazine and read it. When I finished it I decided to write a letter to you.

I would like to know if it is true that the Air Force has a policy of censorship concerning all UFO sightings, as Keyhoe asserts.

Most of all I should like to know what you think these white and orange lights were that we saw. NICAP has not been of much help in explaining them except to say that they are space ships from another planet. If this is possible I should like to know this also. I am sure what we saw was no balloon, plane, or bird unless some type which we do not know of.

Thank you.

Sincerely yours,

H Curtis Shaw

H. Curtis Shaw, minister

HCS/kp

P.S. One detail I neglected to mention. At no time did either of us hear any sound that could be connected with what we were watching.

Also--I could not say for certain that there was a definite connection between the brilliant light first seen and the clear silver white basketball of light. It would appear that they were the same thing or two of the same. I am more certain the yellow-orange lights were the same as we saw it going west ahead of the car and apparently it stopped in the field between Pleasantville and Titusville.
We saw it standing still three times, and in motion two times.
(them?)

H. Curtis S.
First United Presbyterian Church
VENANGO COUNTY
PLEASANTVILLE, PENNSYLVANIA 16341

PLEASANTV
PM
196
PA.

5c U.S. POSTAGE

TDEW

PROJECT BLUE BOOK
WRIGHT-PATTERSON AFB
OHIO 454

UFOs OVER NW PA. CITY
NICAP INVESTIGATES

A few days later, we obtained a copy of "The Kane Republican", a newspaper in Kane, Pa. In the issue of October 20th, it reported sightings in the Titusville, Pa. area. (Credit Louise Holt.)

We wrote the Titusville Herald and received an answer from NICAP investigator William B. Weitzel, who was in the area making inquiries. He was kind enough to send us thermofax copies of several cases.

Strange Light Seen At Hilltop Reported ... October 17, 1964 ... Recent reports of UFOs have brought to light a sighting late last May in Pleasantville by two borough residents.

Rev. H. Curtis Shaw, pastor of The First Presbyterian Church in Pleasantville, accompanied by Walter A. MacDonald, reported seeing a "ball of fire" on May 26 or 27 at about 11 P.M.

The two men had been working at the Presbyterian church and were pulling out of Mr. MacDonald's driveway after picking up some equipment, when a large, bright white light, high enough to be mounted on a pole, appeared on the south side of State Street.

Object Reappears . . . The object was approximately as bright as a lightning flash and lasted about four seconds, then disappeared, reappearing on the north side of the street, Mr. Shaw said.

Mr. Shaw followed the ball, now decreased in intensity to about the brilliancy of the moon, as it moved west above State Street. Its color was yellowish at this time, it was reported.

The object traveled west out State Street, coming to a halt near White City Hill, where it hung suspended for a few minutes, then appeared to bounce twice. The watchers shut off the car motor and got out of the vehicle, intending to walk to the top of the hill where the ball seemed to be stationed.

Dwindles Rapidly . . . Suddenly the ball "shot west at a fantastic speed," dwindling to a small pinpoint almost immediately. The effect was as if a camera shutter had been tripped and cut out a large amount of light, he said. Weather conditions at the time of sighting were reported to be relatively clear, and the moon could be seen higher in the sky. The object was clearly defined, and did not seem to have a halo, it was reported.

SAF-LLI/Poe/jm/77617/27 Jul 64
SAFLL: 302987
UFO
28 JUL 1964

Dear Mr. Juliano:

This is in reply to your letters of recent date addressed to the Secretary of Defense and to members of the Air Force, in further reference to unidentified flying objects.

The Project Blue Book Office at Wright-Patterson Air Force Base has queried the personnel of Andersen Airport, South Carolina, concerning the report of an unidentified flying object by Mr. Beauford E. Parham. Mr. Woodcock of the Federal Aviation Agency at Anderson stated unequivocally that he found no trace of radio-activity on Mr. Parham's car when he tested it with a Geiger counter. Mr. Woodcock informed personnel at Robins Air Force Base, Georgia, of this incident, and it was investigated by personnel at that Base. The phenomena was determined to be St. Elmo's fire. The report was not forwarded to the investigating office at Wright-Patterson since it was evaluated on the spot and there was no need for additional investigation.

The Air Force will continue its investigation of unidentified flying objects from the standpoint of defense of our country. Reports will continue to be analyzed and evaluated, and releases made to the public when warranted.

Sincerely,

Signed

JOHN A. LANG, JR.
Administrative Assistant

15 Jul rec'd SAFLL
16 Jul rec'd A/O
16 Jul fwd AFSAF-OIP
21 Jul memo fm $AFSAF-OIP, Col Stay
27 Jul f/l prep/fwd

COORD
CMBK-E/A
STYBK
AFSAF-OIP

Mr. Alberto P. Juliano
5769 S.W. 5th Terrace
Miami, Florida

PROJECT 10073 RECORD CARD

1. DATE
28 jun 64

2. LOCATION
Anderson, South Carolina

3. DATE-TIME GROUP
Local night
GMT

4. TYPE OF OBSERVATION
☒ Ground-Visual
☐ Ground-Radar
☐ Air-Visual
☐ Air-Intercept Radar

5. PHOTOS
☐ Yes
☒ No
Alleged marks on car

6. SOURCE
civilian

7. LENGTH OF OBSERVATION
not reported

8. NUMBER OF OBJECTS
one

9. COURSE
(?)

12. CONCLUSIONS
☐ Was Balloon
☐ Probably Balloon
☐ Possibly Balloon
☐ Was Aircraft
☐ Probably Aircraft
☐ Possibly Aircraft
☐ Was Astronomical
☐ Probably Astronomical
☐ Possibly Astronomical
☐ Other BALL LIGHTNING
☐ Insufficient Data for Evaluation
☐ Unknown

10. BRIEF SUMMARY OF SIGHTING
Witness called FAA to have car checked for radioactivity. Called newspapers. Car checked and no radioactivity noted. Witness refered to Warner Robbins AFB. Cause attributed to "St Elmo's Fire" and AFLC Command post informed Warner Robbins that no report was necessary since the cause was not unidentified. Sighting reported due to inquiries by letter from citiziens regarding the report that the car was radioactive as carried over the news services. (Contrary to Tests).

11. COMMENTS
Description of sighting more closely parallels ball lightning observation.

ATIC FORM 329 (REV 26 SEP 52)

PROJECT 10073 RECORD CARD

1. DATE
28 Jun 64

2. LOCATION
Anderson, South Carolina

3. DATE-TIME GROUP
Local night
GMT

4. TYPE OF OBSERVATION
☒ Ground-Visual ☐ Ground-Radar
☐ Air-Visual ☐ Air-Intercept Radar

5. PHOTOS
☐ Yes
☒ No
Alleged marks on car

6. SOURCE
civilian

7. LENGTH OF OBSERVATION
not reported

8. NUMBER OF OBJECTS
one

9. COURSE
(?)

10. BRIEF SUMMARY OF SIGHTING
Witness called FAA to have car checked for radioactivity. Called newspapers. Car checked and no radioactivity noted. Witness refered to Warner Robbins AFB. Cause attributed to "St Elmo's Fire" and AFLC Command post informed Warner Robbins that no report was necessary since the cause was not unidentified. Sighting reported due to inquiries by letter from citiziens regarding the report that the car was radioactive as carried over the news services. (Contrary to Tests).

11. COMMENTS
Description of sighting more closely parallels ball lightning observation.

12. CONCLUSIONS
☐ Was Balloon
☐ Probably Balloon
☐ Possibly Balloon
☐ Was Aircraft
☐ Probably Aircraft
☐ Possibly Aircraft
☐ Was Astronomical
☐ Probably Astronomical
☐ Possibly Astronomical
☐ Other BALL LIGHTNING
☐ Insufficient Data for Evaluation
☐ Unknown

ATIC FORM 329 (REV 26 SEP 52)

HEADQUARTERS
WARNER ROBINS AIR MATERIEL AREA
UNITED STATES AIR FORCE
Robins Air Force Base, Georgia 31098

REPLY TO
ATTN OF: WRK

SUBJECT: News Clippings on UFOs

20 JUL 1964

TO: Hq FTD (TDE - Maj. Quintanilla)
Wright Patterson AFB Ohio

1. Reference telephone conversations on 20 Jul 64 between Sgt. Moody, FTD, and Mr. Hudson, WRK.

2. Attached are copies of the newspaper clippings on stories about Unidentified Flying Objects in the Northeast Georgia area.

3. These are possibly separate from the UFO report out of Anderson, S. C. on or about 29 June 64. In that case, witnesses were referred by FAA to Robins AFB Security and Law Enforcement Division. Mr. Parkerson, Robins Security, talked with WRAMA and Hq AFLC command posts and it was agreed that the Anderson UFO was St. Elmo's fire because of the weather (stormy night), speed, etc. It was further agreed that no written report would be submitted by Robins.

FOR THE COMMANDER

for [illegible] Hudson
ALAN E. GOLDSMITH
Lt. Colonel, USAF
Chief, Office of Information

1 Atch
News Clippings

SAF-LLI/Poe/jm/77617/27 Jul 64
SAFLL: 302987
UFO
28 JUL 1964

Dear Mr. Juliano:

This is in reply to your letters of recent date addressed to the Secretary of Defense and to members of the Air Force, in further reference to unidentified flying objects.

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The Air Force will continue its investigation of unidentified flying objects from the standpoint of defense of our country. Reports will continue to be analyzed and evaluated, and releases made to the public when warranted.

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21 Jul memo fm SAFSAF-OIP, Col Stay
27 Jul f/l prep/fwd

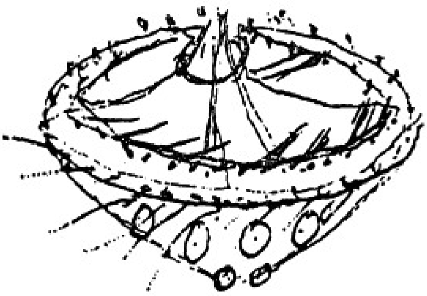
Mr. Alberto P. Juliano
5769 S.W. 5th Terrace
Miami, Florida

COORD
CMBK-E/A
STYBK
AFSAF-OIP

NO CASE (INFORMATION ONLY)
SOURCE: SAUCER NEWS, VOL II, No 3, SEP 64

29 Jun 64
Lavonia, Georgia

MAN BURNED BY FLYING SAUCER IN GEORGIA: A thoroughly frightening occurrence happened on the night of June 29th to a North Carolina motorist named Beauford Parham, who was driving along a highway near the town of Lavonia, Georgia. Suddenly a circular object came hissing down from the sky and "stopped in the air like a humming bird" right over his automobile. Mr. Parham was traveling at about 70 miles per hour at the time, but as the object came upon him, the car's engine began slowing down. The UFO was about the size of his car top, and was approximately six feet in height. (See drawing below.) The bottom portion was whirling in one direction and the upper part in the opposite direction, like a giant top, according to Parham, whose arm was painfully burned by heat radiating from the UFO. The object also left a substance on the chromed portion of his automobile, and there were marks found on the roof. Parham said that the object made two passes at him, and left behind an odor "something like embalming fluid." The UFO followed his car at close range for a considerable distance, and gave off terrific heat. Parham said that he could see numerous holes or openings in the craft, through which a yellow flame was visible, burning inside. There were strange fin-like attachments around the outer edge. Parham was so frightened by the incident that he could hardly continue driving, and by the time he finally lost sight of the UFO, his arm was hurting badly. Later, a Federal Aviation Agency team checked the surfaces of the automobile and found that they had definitely come in contact with radioactivity. Here, then, is still another case of physical evidence of the reality of UFO's.



Information Only
Sourse:

Lavonia, Georgia
29 June 1964

Object buzzes car

We are indebted to Mrs. Charlotte for the following cutting from the July 3 issue of the North Carolina *Charlotte News*: "Beauford E. Parham, a sales executive from nearby Wellford, said on Thursday his car was buzzed earlier this week in Georgia by an unidentified flying object.

"Parham said the incident occurred on Monday night (June 29) while he was driving near ~~Lavonia in~~ northwestern Georgia. He said a circular object, which made a hissing sound, made two passes at his car but flew away when he pulled off the road and turned off his lights.

" 'I was travelling about 65 or 70 miles per hour,' Parham said. 'But when the object approached, the car's engine began to slow down.'

"He described the flying object as about the length of his car top and six feet high. He said its bottom portion was whirling in one direction and the upper part in the opposite direction and it resembled a giant top.

"Parham said the object gave off heat and burned his arm. He said it also left behind an odour like embalming fluid and had fin-like attachments around its outer edges.

"Albert Myrick, a Federal Aviation Agency employee at the Anderson, S. C. Airport, said on Thursday night he and other FFA personnel looked over Parham's car and relayed his story to Warner Robbins Air Force Base in Georgia.

"Myrick said he was naturally sceptical of all such reports, but added that Parham 'gave a vivid account and I believe he really thought he saw something. He appeared to be on the level'.

"Myrick said the top of Parham's late model car was covered with oily spots which Parham thought may have been fuel from the flying object.

"A Geiger counter test did not indicate the car had come in contact with a radioactive object, Meyrick said."

WBAN-10 (FAA)
(10-1-54)

SURFACE WEATHER OBSERVATIONS
(Abridged form for use at designated FAA stations)

U. S. DEPARTMENT OF COMMERCE
WEATHER BUREAU

STATION ANDERSON, S. C. DATE JUN 29 1964

TYPE (1)	TIME (L.S.T.) (2)	SKY AND CEILING (hundreds of feet) (3)	VISIBILITY (miles) (4)	WEATHER AND OBSTRUCTIONS TO VISION (5)	SEA-LEVEL PRESSURE (mb.) (6)	TEMP. (°F) (7)	DEW POINT (°F) (8)	WIND DIRECTION (9)	WIND SPEED (Kts.) (10)	WIND CHARACTER AND SHIFTS (11)	ALTIMETER SETTING (in.) (12)	REMARKS AND SUPPLEMENTAL CODED DATA (13)	STATION PRESSURE (in.) (17)	DRY BULB (°F) (18)	WET BULB (°F) (19)	TOTAL SKY COVER (21)	TOTAL OPAQUE SKY COVER (36)	OBSERVER'S INITIALS (15)
R	[illegible]	1-0	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]			[illegible]	[illegible] 72	[illegible]	[illegible]				
[illegible]	[illegible]	1-0	[illegible]			[illegible]		[illegible]					[illegible]					[illegible]
[illegible]	[illegible]	[illegible]	[illegible]		[illegible]								[illegible]570	[illegible]				[illegible]
[illegible]	[illegible]	1-0						[illegible]				[illegible]	[illegible]	[illegible]			2	[illegible]
[illegible]		[illegible]											[illegible]	[illegible]				[illegible]
R		1-0	[illegible]								[illegible]		[illegible]	66.3		[illegible]	2	[illegible]
[illegible]	[illegible]	1-0	15								[illegible]	1310 66	[illegible]	[illegible]				[illegible]
P		1-0	[illegible]			[illegible]	57				[illegible]		29.450	72.3	[illegible]			[illegible]
R	[illegible]	1-0	15			[illegible]	[illegible]		[illegible]		229		[illegible]	74.7	69.0	5	2	[illegible]
[illegible]	[illegible]	1-0	15						[illegible]		[illegible]	112	[illegible]	[illegible]	57.1	[illegible]	1	[illegible]
R	[illegible]	1-0	15				[illegible]		[illegible]		[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
R	[illegible]	1-0	15								[illegible]		[illegible]	[illegible]	[illegible]	7	1	[illegible]
[illegible]	[illegible]	[illegible]	15						[illegible]		[illegible]	1810 66	[illegible]	[illegible]	[illegible]	[illegible]	1	[illegible]
[illegible]		1-0	15										[illegible]	[illegible]			[illegible]	[illegible]
R	[illegible]	1-0	15		[illegible]				[illegible]		[illegible]		[illegible]	[illegible]	[illegible]		1	[illegible]
[illegible]	[illegible]	[illegible]	15		30	[illegible]						606	[illegible]	[illegible]	[illegible]			[illegible]
[illegible]	[illegible]	1-0	15		[illegible]	78	52	[illegible]	[illegible]		221		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
R	[illegible]	1-0	15					[illegible]			[illegible]		[illegible]	[illegible]	[illegible]	3	1	[illegible]
R	[illegible]	1-0	15		[illegible]	[illegible]	52	[illegible]			[illegible]	[illegible] 87	29.375	54.0	64.5	[illegible]		
R	[illegible]	0	15		30	77	56	[illegible]	[illegible]		[illegible]		29.395	59.2	64.0	4		[illegible]
R	[illegible]	0	15		331	[illegible]	54				[illegible]		29.460	77.2	64.6	0	0	[illegible]
R	[illegible]	0	15		342	[illegible]	56				[illegible]	211	29.410	73.3	62.[illegible]	0	0	[illegible]
R	2250	0	15		344	68	57	00	00		226		29.435	71.6	[illegible]	0	0	[illegible]
R	[illegible]	0	15		[illegible]	68	57	[illegible]	[illegible]		226		29.440	68.0	61.3	0	0	[illegible]
													29.440	67.8	60.9	0	0	[illegible]

TIME (G.c.t.) (41)	TIME (L.s.t.) (42)	NO. (43)	PRECIP. (in.) (44)	MAX. TEMP. (°F) (47)	MIN. TEMP. (°F) (48)
	MID. TO	☒	[illegible]	[illegible]	[illegible]
	[illegible]	1	[illegible]	[illegible]	[illegible]
	[illegible]	2	[illegible]		
	[illegible]	3	[illegible]	[illegible]	[illegible]
	[illegible]	4	0	[illegible]	[illegible]
	MID.	☒			

STATION PRESSURE COMPUTATIONS

TIME (L.s.t.) (59)	[illegible]	[illegible]	[illegible]	1635
ATT. THERM. (60)	—	—	—	—
OBSERVED BAR. (61)	—	—	—	—
TOTAL CORR. (62)	—	—	—	—
STA. PRESS. (63)	[illegible]	[illegible]	[illegible]	29.385
BAROGRAPH (64)	[illegible]	[illegible]	[illegible]	[illegible]
BAR. CORR. (65)	[illegible]	[illegible]	[illegible]	[illegible]

SUMMARY OF DAY (MIDNIGHT TO MIDNIGHT)

24-HR. MAX. TEMP. (°F) (66)	24-HR. MIN. TEMP. (°F) (67)	24-HR. PRECIP. WATER EQUIV. (in.) (68)	24-HR. SNOWFALL UNMLTD. (in.) (69)	SNOW DEPTH (in.) (70)
84	[illegible]	0	0	0

REMARKS, NOTES AND MISCELLANEOUS PHENOMENA

[illegible]

WBAN-10 (FAA)
(10-1-54)

SURFACE WEATHER OBSERVATIONS

(Abridged form for use at designated FAA stations)

U. S. DEPARTMENT OF COMMERCE
WEATHER BUREAU

STATION ANDERSON, S. C.
DATE JUN 3 0 1964

TYPE (1)	TIME (l.s.t.) (2)	SKY AND CEILING (hundreds of feet) (3)	VISIBILITY (miles) (4)	WEATHER AND OBSTRUCTIONS TO VISION (5)	SEA-LEVEL PRESSURE (mb.) (6)	TEMP. (°F) (7)	DEW POINT (°F) (8)	WIND DIRECTION (9)	WIND SPEED (Kts.) (10)	WIND CHARACTER AND SHIFTS (11)	ALTIMETER SETTING (in.) (12)	REMARKS AND SUPPLEMENTAL CODED DATA (13)	STATION PRESSURE (in.) (17)	DRY BULB (°F) (18)	WET BULB (°F) (19)	TOTAL SKY COVER (21)	TOTAL OPAQUE SKY COVER (36)	OBSERVER'S INITIALS (15)
R	[illegible]	0	1[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	/ 8 12 80	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	AC
R	[illegible]	0	10		[illegible]	[illegible]	56	[illegible]	[illegible]		225		29.120	63.5	[illegible]	[illegible]	[illegible]	AC
[illegible]	[illegible]	0	10			[illegible]	[illegible]	[illegible]	05		221		[illegible]	63.0	[illegible]	[illegible]	[illegible]	AC
R	[illegible]	0	[illegible]		[illegible]	[illegible]	57	[illegible]	[illegible]		[illegible]	/ 603	[illegible]	63.[illegible]	[illegible]	[illegible]	[illegible]	AC
R	[illegible]	0	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	3	AC
R	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	04		[illegible]		[illegible]	67.0	[illegible]	[illegible]	[illegible]	AC
R	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	/ 308 63	29.1[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	10		[illegible]	72	60	[illegible]	[illegible]		[illegible]		29.4[illegible]	72.0	[illegible]	7	[illegible]	AC
R	[illegible]	1-⊕	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]		[illegible]350	74.0	66.1	[illegible]	2	[illegible]
R	[illegible]	1-⊕	[illegible]		[illegible]	77	[illegible]	[illegible]	[illegible]		[illegible]	/ 1000	[illegible]350	77.0	[illegible]	[illegible]	2	[illegible]
R	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	58	07	[illegible]		[illegible]	[illegible]	[illegible]	81.5	[illegible]	5	2	[illegible]
R	[illegible]	1000/[illegible]	[illegible]		[illegible]	84	56	06	04		[illegible]		[illegible]	[illegible]	[illegible]	7	3	[illegible]
[illegible]	[illegible]	1-⊕	[illegible]		[illegible]	[illegible]	53	10	[illegible]		[illegible]	/ 81[illegible] 63	[illegible]	[illegible]	[illegible]	7	3	[illegible]
[illegible]	[illegible]	1-⊕	[illegible]		[illegible]	86	55	[illegible]	[illegible]		[illegible]		[illegible]	85.8	[illegible]	[illegible]	3	[illegible]
R	[illegible]	1-⊕	[illegible]		[illegible]	87	55	05	[illegible]		[illegible]	/ [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	3	[illegible]
R	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	56	07	[illegible]		[illegible]	[illegible]	29.3[illegible]	[illegible]	[illegible]	7	[illegible]	[illegible]
R	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	10		[illegible]		29.350	[illegible]	[illegible]	[illegible]	3	[illegible]
R	[illegible]	150⊕/[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]		[illegible]	[illegible]	[illegible]	7	3	[illegible]
R	[illegible]	1-⊕	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	/ 5[illegible]	29.346	[illegible]	65.6	7	2	[illegible]
R	[illegible]	1-⊕	15		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]		29.350	[illegible]	65.0	6	2	[illegible]
R	[illegible]	1-⊕	15		214	75	61	[illegible]	[illegible]		018		29.355	75.0	66.1	6	1	RS
R	[illegible]	0	15		216	74	62	00	00		018	/ 107	29.360	73.6	[illegible]	0	0	RS
R	2251	0	15		212	73	60	[illegible]	05		017		[illegible]350	73.4	64.6	0	0	RS
R	2355	0	15		210	72	61	00	00		017		29.345	72.2	64.8	0	0	RS

TIME (G.c.t.) (41)	TIME (l.s.t.) (42)	NO. (43)	PRECIP. (in.) (44)	MAX. TEMP. (°F) (47)	MIN. TEMP. (°F) (48)
	MID. TO [illegible]	X	[illegible]	[illegible]	[illegible]
	[illegible]	1	[illegible]	[illegible]	[illegible]
	[illegible]	2	[illegible]	[illegible]	[illegible]
	[illegible]	3	[illegible]	85	[illegible]
	[illegible]	4	0	[illegible]	[illegible]
	MID.	X	0	55	[illegible]

STATION PRESSURE COMPUTATIONS

TIME (l.s.t.) (59)	[illegible]	[illegible]	1256	[illegible]
ATT. THERM. (60)	—	—	—	—
OBSERVED BAR. (61)	—	—	—	—
TOTAL CORR. (62)	—	—	—	—
STA. PRESS. (63)	[illegible]	[illegible]	[illegible]	29.340
BAROGRAPH (64)	[illegible]	[illegible]	29.415	29.340
BAR. CORR. (65)	[illegible]	[illegible]	0	0

SUMMARY OF DAY
(MIDNIGHT TO MIDNIGHT)

24-HR. MAX. TEMP. (°F) (66)	24-HR. MIN. TEMP. (°F) (67)	24-HR. PRECIP. WATER EQUIV. (in.) (68)	24-HR. SNOWFALL UNMLTD. (in.) (69)	SNOW DEPTH (in.) (70)
[illegible]	[illegible]	0	0	0

REMARKS, NOTES AND MISCELLANEOUS PHENOMENA

9501

WBAN-10 (FAA)
(10-1-54)

SURFACE WEATHER OBSERVATIONS JUN 2 8 1964
(Abridged form for use at designated FAA stations)

U. S. DEPARTMENT OF COMMERCE
WEATHER BUREAU

STATION ANDERSON, S. C. DATE ~~[illegible]~~

TYPE (1)	TIME (E.S.T.) (2)	SKY AND CEILING (hundreds of feet) (3)	VISIBILITY (miles) (4)	WEATHER AND OBSTRUCTIONS TO VISION (5)	SEA-LEVEL PRESSURE (mb.) (6)	TEMP (°F) (7)	DEW POINT (°F) (8)	WIND DIRECTION (9)	WIND SPEED (knots) (10)	WIND CHARACTER AND SPEED (11)	ALTIMETER SETTING (12)	AND SUPPLEMENTAL CODED DATA (13)	STATION PRESSURE (in.) (17)	DRY BULB (°F) (18)	WET BULB (°F) (19)			OBSERVER'S INITIALS (15)
[illegible]	[illegible]	O	[illegible]		[illegible]	[illegible]		[illegible]				77	[illegible]	[illegible]				
[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]							[illegible]					[illegible]
[illegible]	[illegible]	[illegible]	[illegible]		[illegible]		[illegible]						[illegible]				[illegible]	[illegible]
[illegible]	[illegible]	[illegible]			[illegible]							[illegible]	[illegible]					[illegible]
[illegible]	[illegible]	[illegible]	[illegible]		[illegible]													[illegible]
[illegible]	[illegible]	[illegible]	[illegible]												[illegible]		[illegible]	[illegible]
[illegible]	[illegible]	[illegible]			[illegible]							[illegible] 64	[illegible]		[illegible]			[illegible]
[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]					[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		10				[illegible]							[illegible]		[illegible]		[illegible]	[illegible]
	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]		[illegible]	[illegible]		[illegible]	/214	[illegible]	82.1	[illegible]	4	3	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]		[illegible]				[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]						[illegible]		[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
	[illegible]	[illegible]						[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	71.0	4	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]			[illegible]				[illegible]		[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	1	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]		[illegible]			[illegible]			[illegible]			[illegible]	[illegible]	[illegible]	1	[illegible]
	[illegible]	O	[illegible]		[illegible]		[illegible]	[illegible]			[illegible]	/774	[illegible]				[illegible]	[illegible]
[illegible]	[illegible]	O	[illegible]				[illegible]	[illegible]	[illegible]		[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	0	[illegible]
[illegible]	[illegible]	O	[illegible]						[illegible]		[illegible]		[illegible]	[illegible]				
[illegible]	[illegible]	O	[illegible]		[illegible]			[illegible]			[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			[illegible]
[illegible]	[illegible]	[illegible]	[illegible]						[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]
R	[illegible]	O	15		[illegible]	[illegible]	[illegible]	[illegible]			[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
R	[illegible]	O	15		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	75.9	[illegible]	[illegible]	[illegible]	[illegible]
R	[illegible]	O	15			[illegible]	[illegible]	[illegible]	[illegible]		[illegible]		[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
R	[illegible]	O	15		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]		[illegible]	[illegible]			[illegible]	[illegible]

TIME (L.S.T.) (41)	TIME (L.S.T.) (42)	NO. (43)	PRECIP. (in.) (44)	MAX. TEMP. (°F) (47)	MIN. TEMP. (°F) (48)
	[illegible]	╳			
		1	[illegible]		[illegible]
		2	[illegible]		[illegible]
	[illegible]	3	[illegible]	[illegible]	[illegible]
	[illegible]	4		[illegible]	

STATION PRESSURE COMPUTATIONS

TIME (L.S.T.) (59)	[illegible]	[illegible]	[illegible]	[illegible]
ATT. THERM. (60)	[illegible]	[illegible]		
CORRECTED BAR. (61)	[illegible]	—	—	[illegible]
TOTAL CORR. (62)	[illegible]	—	—	—
STA. PRESS. (63)	[illegible]	[illegible]	[illegible]	[illegible]
BAROGRAPH (64)	[illegible]	[illegible]	[illegible]	[illegible]

SUMMARY OF DAY
(MIDNIGHT TO MIDNIGHT)

24-HR. MAX. TEMP. (°F) (66)	24-HR. MIN. TEMP. (°F) (67)	24-HR. PRECIP. WATER EQUIV. (in.) (68)	24-HR. SNOWFALL UNMELTD. (in.) (69)	SNOW DEPTH (in.) (70)
90	64	0	0	0

REMARKS, NOTES AND MISCELLANEOUS PHENOMENA

M/r: Phone Conversations of 20 July 1964

Called FAA at Anderson, South Carolina regarding a sighting on 28 Jun 64. Talked with Mr Woodcock of FAA. Mr Woodcock was the one who supposedly checked Mr Beauford Parham's car with a geiger counter. Mr Woodcock is Chief of the FAA facility at Anderson South Carolina. Mr Woodcock checked the car with geiger counter and found NO, repeat, NO radioactivity. Mr Parham called the FAA, contacted the funeral director, and newspaper reporters who accompanied him to the FAA facility. FAA representatives believed the sighting was attributed to Saint Elmo's fire and referred Mr Parham to Warner Robbins AFB, Georgia.

Sgt Moody contacted Warner Robbins AFB, base PIO , Mr Hudson. Mr Parham talked with the Chief of security, stated that 2 - 3 men were in the car and that the object scarred the paint on the car.. Chief of Security (Mr Parkison) contacted the FAA and called the AFLC command post. The AFLC command post stated that no report would need to be submitted since it was not unidentified and was believed to be caused by Saint Elmo's fire. Weather conditions included lightning and thunderstorms in the area. The O D also had repots of a sighting at Toccoa, Georgia. However, this report consisted of newspaper articles only and no official report was made to the Air Force. The duty officer will forward copies of the newspaper articles and any other information which he may have.

HEADQUARTERS
WARNER ROBINS AIR MATERIEL AREA
UNITED STATES AIR FORCE
Robins Air Force Base, Georgia 31098

REPLY TO
ATTN OF: WRK

SUBJECT: News Clippings on UFOs

20 JUL 1964

TO: Hq FTD (TDE - Maj. Quintanilla)
Wright Patterson AFB Ohio

1. Reference telephone conversations on 20 Jul 64 between Sgt. Moody, FTD, and Mr. Hudson, WRK.

2. Attached are copies of the newspaper clippings on stories about Unidentified Flying Objects in the Northeast Georgia area.

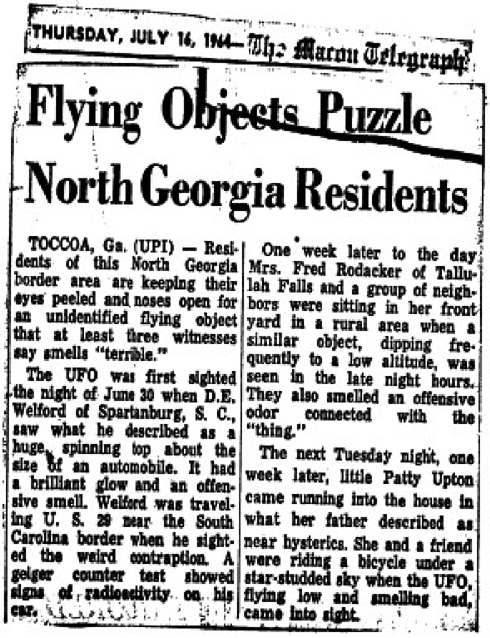
3. These are possibly separate from the UFO report out of Anderson, S. C. on or about 29 June 64. In that case, witnesses were referred by FAA to Robins AFB Security and Law Enforcement Division. Mr. Parkerson, Robins Security, talked with WRAMA and Hq AFLC command posts and it was agreed that the Anderson UFO was St. Elmo's fire because of the weather (stormy night), speed, etc. It was further agreed that no written report would be submitted by Robins.

FOR THE COMMANDER

for Hudson
ALAN E. GOLDSMITH
Lt. Colonel, USAF
Chief, Office of Information

1 Atch
News Clippings

Col. S.



THURSDAY, JULY 16, 1964—The Macon Telegraph

Flying Objects Puzzle North Georgia Residents

TOCCOA, Ga. (UPI) — Residents of this North Georgia border area are keeping their eyes peeled and noses open for an unidentified flying object that at least three witnesses say smells "terrible."

The UFO was first sighted the night of June 30 when D.E. Welford of Spartanburg, S. C., saw what he described as a huge, spinning top about the size of an automobile. It had a brilliant glow and an offensive smell. Welford was traveling U. S. 29 near the South Carolina border when he sighted the weird contraption. A geiger counter test showed signs of radioactivity on his car.

One week later to the day Mrs. Fred Rodacker of Tallulah Falls and a group of neighbors were sitting in her front yard in a rural area when a similar object, dipping frequently to a low altitude, was seen in the late night hours. They also smelled an offensive odor connected with the "thing."

The next Tuesday night, one week later, little Patty Upton came running into the house in what her father described as near hysterics. She and a friend were riding a bicycle under a star-studded sky when the UFO, flying low and smelling bad, came into sight.

THE ATLANTA CONSTITUTION

July 17, 1964

Strange Objects Creating a Furor

By TOM WINFIELD
Constitution State News Service

GAINESVILLE, Ga.—Reports of unidentified flying object sightings here in northeast Georgia have created a furor of excitement among inhabitants of this area—especially among those who claim they have seen an unearthly apparatus circling overhead.

I was called Tuesday night about 11 p.m. and asked to come to a Gainesville Motel.

When I arrived, Whit Embry, an employe at the motel, shouted from a parking area, "Hurry up . . . it's coming back!"

HOVERS BRIEFLY

He pointed towards the southeast. I looked up and there it was, circling over the southeast section of Gainesville. It was about 500 feet up and moving in a slow arc. It stopped, hovered for a few brief moments and began to move off in the direction from which it came. Suddenly, it shot up and into the cloudless sky and out of sight.

There was no doubt that I had seen something. What I saw would only be speculation because the closest it came was at least three-quarters of a mile away. The sky was clear and there was no fog; stars were brightly visible.

OBJECT RESEMBLES TOP

The object was bowl - shaped and resembled a top. The top section of the object was not visible, if there was one.

Before it moved out of sight, I tried to photograph it, but when developed the film showed no sign of register.

The object appeared to be misty orange in color and seemed to either glow or reflect the lights from the ground below.

MANY INTERVIEWED

Last week, I drove to Turnerville in Habersham County near Tallulah Falls to interview nine persons who reported a sighting.

The nine were not together when they sighted the object, they said, but at three different houses in the same neighborhood.

Their combined reports related this story:

Jimmy Ivester, Demorest, was visiting his mother and father, Mr. and Mrs. Henry Ivester, at Turnerville. Together, with the rest of the family, they were watching television. A disturbance in the television was so bad they decided to turn it off.

STOPS OVER GARDEN

They went out to sit on the front porch. Right away, one of them sighted something moving along at tree-top level. The object moved within 300 feet of the Ivester home and hovered across the highway over a garden at the home of Mrs. Russell Hickman. It made no noise.

All that was visible was the bottom side. From the dark topside there were three lights in a row — red, clear, and red. The red lights were blinking.

They said the object was bowl-shaped and hovered only several feet above the garden. The red and clear lights disappeared and the object began to rise. When it did, a brilliant green light shone from the bottom, flooding the forest.

LEAVES ODOR

Whatever it was left a terrible odor described as "something like embalming or brake fluid" but no one seemed to know exactly what the odor was.

Frightened, one of them called Habersham Sheriff A. J. Chapman who drove from Clarkesville and arrived only a few short moments after the object reappeared high overhead and moving away.

The sheriff corroborated the presence of the odor and vouched for the sincerity of those who said they had seen the object.

SIGHTER COMPLAINS

The sighters did not seem to want to talk about it and did not particularly care whether or not I believed their story.

Mrs. Hickman complained she felt a stinging, burning sensation on her arms and face after the object left. Her daughter, Diane, 16, told me that the next morning her face was red and drawn and her eyelids had swollen and were almost closed.

Mrs. Hickman said she would not take her daughter to a doctor because he would think they were crazy.

THE MACON NEWS, Thursday, July 16, 1964

Unidentified Flying Object With Bad Smell Reported in Toccoa

TOCCOA, Ga. (UPI)—An unidentified flying object with a terrible smell has been reported spinning around this area, frightening one child and surprising several adults. So far, it works only on Tuesdays.

The whatsit was first seen the night of June 30 by D. E. Welford, Spartanburg, S. C., advertising executive. Welford said a huge, spinning top - like object about the size of an automobile and giving out an offensive odor came into sight as he traveled U. S. 29 near the South Carolina border.

Welford said a geiger counter check of his car later showed signs of radioactivity.

One week later to the day, Mrs. Fred Rodacker of Tallulah Falls and a group of neighbors—enjoying the night air in the front yard—sighted a similar object, dipping frequently to a low altitude and smelling "terrible."

The next Tuesday night, little Patty Upton ran home in what her father described as near hysteria. She and a friend said they saw the weird contraption, bad smell and all, as they were riding bicycles.

A group of high school youths from Toccoa were stirred to action. They took telescopes, cameras and tape recorders an climbed nearby Currahee Mountain last Tuesday night and se up a watch.

As 11 p.m. approached, the saw "a big glow coming acros the horizon," according to o of the boys, Mike Head.

MEMORANDUM FOR DIRECTOR OF LEGISLATIVE LIAISON, SAF-OS
ATTENTION: COLONEL POE, SAF-LLI

SUBJECT: Inquiry of Mr. Alberto P. Juliano
Concerning Unidentified Flying Objects

Attached is draft of reply to Mr. Alberto P. Juliano in further reference to Unidentified Flying Objects.

Also attached are two additional letters received in this Division at the same time. Our reply to Mr. Juliano covers all three letters.

JESSE E. STAY
Colonel, USAF
Chief, Public Information Division
Office of Information

2 Attachments
1. Draft of Reply
2. Basic corres augmented
by two additional ltrs

COORDINATED By (Office Sy[illegible], Name, Grade, Date)			
SAF-OI --	OFFICE OF INFORMATION SAF-OI		

DRAFT/SAF-OIPB/H.Gaiser/75030/21 July 64

This is in reply to your letters of recent date addressed to the Secretary of Defense and to members of the Air Force, in further reference to Unidentified Flying Objects.

The Project Blue Book Office at Wright Patterson Air Force Base has queried the personnel of Anderson Airport, South Carolina, concerning the report of an unidentified flying object by Mr. Beauford E. Parham. Mr. Woodcock of the Federal Aviation Agency at Anderson stated unequivocally that he found no trace of radioactivity on Mr. Parham's car when he tested it with a Geiger counter. Mr. Woodcock informed personnel at Warner Robins Air Force Base, Georgia, of this incident, and it was investigated by personnel at that Base. The phenomena was determined to be St. Elmo's fire. The report was not forwarded to the investigating office at Wright Patterson since it was evaluated on the spot and there was no need for additional investigation.

The Air Force will continue its investigation of unidentified flying objects from the standpoint of defense of our country. Reports will continue to be analyzed and evaluated, and releases made to the public when warranted.

5769 S.W.5th.Terrace Nav
Miami, Florida
13 August 1964

Project Blue-Book Inf.Officer,
The Pentagon, Washington, D.C.

Dear Sir:

In reference to my letter concerning a UFO sighting by a Mr. Beauford Parham of Wellford, South Carolina and investigation of his sighting on the night of 28 June 1964.

I have heard from Mr.J.A.Lang Administrative Assistant of the Air Force in regards to your findings of 'Ball-lightening' being the extent of Mr.Parham's experience.Also that his car was found, after questioning of the F.F.A. officials of Anderson Field, S.C. NOT TO BE RADIO*ACTIVE.

Today I received a signed letter from Mr.Parham who states you were given 'false information' by the F.F.A. men who in conversation with Mr.Parham stated 'they didn't believe in U.F.O.'s'.Mr.Parham has three (3) witnesses to the original readings on his car and THEY WERE RADIO*ACTIVE.I do not believe the investigation has been thourough enough to warrant the conclusion of 'ball-lightening' and feel most serious that this investigation be gone into more carefully.

The three witnesses Mr.Parham has are (3) reporters and they were 'shocked' to hear of the untruths told by F.F.A. officials to the Government Investigators.I don't consider this case closed and would like your comment and further evaluation of same as soon as possible.

Mr.Parham can be contacted for further information or I can send you a photo-copy of his signed letter.

Mr.Parham insists it was a"Clear, cloudless night" and that his encounter was not imaginary or a hallucination.I don't see how this account from a sincere reputable eye-witness to something of great importance to the citizens of this country be ignored or passed off as a natural phenonema and feel justifiably entitled to a official statement as regards the former investigation and any new information that may be uncovered. It is not to the credit of The Blue-Book Information Div. to base their assumptions and final verdict on a phone conversation to apparently predujiced views of the F.F.A. men at Anderson Field.

The 'oily-spots' left on Mr. Parham's car are still in evidence "...for all to see" after repeated washings. WHY ? Were these facts not looked into before this case was 'written-off'?

Thanking you for any information you may uncover, I am,

Alberto P. Juliano

Alberto P. Juliano.
Member of:
Nat. Invest. Comm. AeriaPhen.
Washington, D.C.
Maj. D.E. Keyhoe, Direct.

Mr. Alberto P. Juliano.
5769 S.W.5th, Terrace
MIAMI, FLORIDA.

MIAMI, FLA.
AM
14 AUG
1964

PROJECT BLUE-BOOK INFORMATION OFFICER,
HQ, USAF (SAFOI-PB)
THE PENTAGON, WASHINGTON, D.C.

AIR MAIL....

DATA PROCESSING DIVISION
CLIMATIC CENTER, USAF
Air Weather Service (MATS)
Asheville, North Carolina

REPLY TO
ATTN OF: CCDPD

SUBJECT: Selected Surface and Winds Aloft Data

28 Sep 1964

TO: Aerospace Technical Intelligence Center
Foreign Technology Division (Sgt. Moody)
Wright-Patterson AFB, Ohio

1. Reference: Telecon with this Division 24 Sep 64.

2. We are sending copies of weather records as follows:

a. WBAN-10 Anderson, S. C. 28-30 June 1964

b. WBAN-20 Colombia, Mo. 6-8 September 1964

3. Springfield, Missouri is a Pibal station, and it is doubtful that data reach 50-60,000 feet. This station submits data monthly and the September 1964 records are not yet available. However, Colombia, Missouri is a rawinsonde station which forwards records weekly and we have included copies of the 6-8 Sep 64 for Colombia as a substitute.

FOR THE DIRECTOR

Thomas D. Fillenworth
THOMAS D. FILLENWORTH
2D LT, USAF
Administrative Officer

Atch
a/s

13 June 1964 Toledo, Ohio

March 25, 1965

Dear Dr. Hynek:

Finally!

The pictures are numbered on the back. I hope they are good enough to serve your purpose. ~~They~~ The day, I'm afraid, was very overcast, and the photographer (myself with rented camera) was very inexperienced.

Pictures numbered 1, 2, and 3 are taken from the spot where I first sighted the objects. Picture number 4 is taken from the spot where I last saw the objects. Picture number 1 faces the spot where the objects were first seen. Pictures 2 and 3 face the barn in the distance where the objects finally hovered and disappeared. Picture Number 4 also faces the spot where the objects disappeared. The pictures are marked to show the positions of the objects.

I'll send you my Monterey address as soon as I get it.

Sincerely,

Bernard L. English

The tree in the extreme left of picture number 1 is the same as the tree in the extreme right of picture number 3.

PROJECT 10073 RECORD CARD

1. DATE 13 Jun 64	**2. LOCATION** Toldeo, Ohio		**12. CONCLUSIONS** ☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical ☒ Other UNIDENTIFIED ☐ Insufficient Data for Evaluation ☐ Unknown
3. DATE-TIME GROUP Local 2115 GMT 14/021Z	**4. TYPE OF OBSERVATION** ☒ Ground-Visual ☐ Ground-Radar ☐ Air-Visual ☐ Air-Intercept Radar		
5. PHOTOS ☐ Yes ☒ No	**6. SOURCE** civilian		
7. LENGTH OF OBSERVATION not reported	**8. NUMBER OF OBJECTS** one or three	**9. COURSE** manuvered/hovering	

10. BRIEF SUMMARY OF SIGHTING

Three objs observed flying over wheat field. Est alt 300 ft. Speed about 10 mph. Size and shape of helo cockpit. Illuminated only by light from objs themselves. Initial impression was that objs were helos. Red light on side blinking on and off, once per/sec. Low rumbling as if from reciprocating eng. Sound might have been from traffic on adjacent roadway. No sound when objs were about 1,000 ft away. No green light. Objs crossed roadway and hovered over nearby barn. Observer attempted to get closer but when he reached a place about 500 ft from barn obj or objs had disappeared.

11. COMMENTS UNIDENTIFIED

Note: Sighting on Sat night. Possible Air National Guard with Helo's operating in area, however, not usual for this type activity to be conducted at night near high tension wires and trasmitting stations. Also not likely that they would land in a farmer's wheat field.

ATIC FORM 329 (REV 26 SEP 52)

2051 Marengo Drive
Toledo, Ohio 43614
June 22, 1964

Dear Sir:

My name is Bernard L. English. I am 22 years old and a graduate of the University of Detroit. I work at Radio Station WTOD in Toledo as an announcer.

Leaving the station alone the night of Saturday, June 13, 1964, at about 9:15, one hour after sign-off, I observed three strange objects in the air flying over the wheat field adjacent to the station property. They were roughly 300 feet up in the air, and mpving away from me very slowly, at perhaps 10 miles an hour. They had approximately the size and shape of the cockpit of a helicopter, which I thought they were at first. I could see them only by the light that they themselves gave off, so that I couldn't tell for sure whether or not there was more to them than this cockpit shape. The light diffusing fairly evenly from their interior was white, and affixed to the side (apparently, of course) was a red light which blinked on and off about once a second. At first when they were pretty close, I heard a low rumbling as if from a reciprocating engine, but possibly that originated from some other source, such as the roadway. At greater distance, though no more than 1000 feet, no sound was audible. I looked for any green light there might be on the objects, but none were to be seen. I was prevented from following them directly by the waist-high wheat. After crossing a nearby road, they seemed to hover over a barn. I started to move in closer for a better view, skirting the wheat field, and when I was still maybe 500 feet from them, they suddenly began to circle around a common point as center in a plane parallel to the surface of the earth with a diameter of revolution about equal to the width of the barn and at an extreme rapidity. When I reached the barn, they had disappeared. It is possible that the objects actually were parts of one single object, the variation observed in the apparent distance between the things then being explained as a change in viewing perspective.

If you wish me to complete some kind of form report, I would be happy to oblige.

Sincerely,

Bernard L. English

~~BOOTH BROADCASTING COMPANY~~
~~[illegible] ARLINGTON AVENUE~~
~~TOLEDO, OHIO~~

2051 Marengo Drive
Toledo, Ohio 43614

TOLEDO, O[illegible]
PM
23 JUN
1964

...AND THE GLOW FROM THAT FIRE CAN TRULY LIGHT THE WORLD
JOHN FITZGERALD KENNEDY

ATTENTION: whoever is most professionally and intensely
interested in Unidentified Flying Objects

Wright-Patterson Air Force Base

Dayton, Ohio

EW ufo.

14 November 1964

Mr. Bernard L. English
2051 Marengo Drive
Tolkio, Ohio 43614

Dear Mr. English:

This letter follows up our telephone conversation the other evening and also gives me the opportunity of sending one of the regular question forms the Air Force sends in cases in which more information is needed. I'm also enclosing a duplicate for your own files.

I would very much appreciate your sending a copy of the longer letter you mentioned on the phone. I feel that there must be a perfectly natural explanation for your sighting but for the moment there is really very little to go on. One needs to know the dimensions of the surroundings, angular rates of motion, relative placement of lights, etc.

Is there any possibility, do you think, that the lights you saw were actually quite some distance away, and moving rather rapidly, but tending to appear to move slowly because you felt they were close by? I have often been mistaken myself in judging distances of lights at night, sometimes horribly far off, and certainly no stigma is attached to making an honest misjudgment.

It occasionally happens also, that distant objects, such as (in other instances) tail lights of trucks and lights of planes appear to be very much closer than they actually are because of atmospheric effect. In short, I am asking whether you feel there is any chance that this might have been a "looming" phenomenon in which moving lights a considerable distance away might have been imaged quite close by. Only you can judge this, of course, and I'm advancing this only as a suggestion.

I will await your reply to this and to the questionnaire, and please don't forget to send along a copy of the letter you mentioned.

Sincerely yours,

J. Allen Hynek

J. Allen Hynek
Director

JAH:krf
enclosures

[illegible]

[illegible]

[illegible]

[illegible]

Thanks again for your cooperation.

Sincerely,

[illegible]

[illegible]

DEARBORN OBSERVATORY
NORTHWESTERN UNIVERSITY
EVANSTON, ILLINOIS 60201

28 December 1964

Mr. Bernard English
2051 Marengo Drive
Toledo, Ohio 43614

Dear Mr. English:

Thank you very much for your recent letter and the information you sent. The sighting you made is still entirely puzzling to me, and by itself, it would probably lead nowhere. However, since some other sightings like it exist in different parts of the country at various times, the possible scientific value in these sightings lies in examining their similarities and differences. If some sort of a pattern shows up, then we have something to work on. Sightings like these puzzling indeed, as reported, because there seems to be no immediately logical explanation. I hope, however, that we can find one, and that it will be a plain, down-to-earth explanation. I shall feel more comfortable that way! But I intend to continue my inquiry and so does the Air Force until we can say something definite about sightings like yours.

With respect to the photograph, I should very much like to have one or two views of the scene. The number I will leave to you since you can best determine how many would be needed to give me "a three dimensional view" of the setup. In any event, I do not think more than three or four will be necessary and as to cost, I will cover that personally. I would think that if your friend has a Poloroid camera, we could get by for about one dollar a piece. I do not think we need to make a production number out of this, but a few snapshots of this area would be helpful. So please go ahead and I will cover any cost within reason.

Your mention of Fate magazine being published in Evanston is a pure coincidence. There is no connection whatsoever. There seems to be some sort of an occult bookshop in the southern part of Evanston which has apparently been here for years. I have never met any of the staff.

Thank you again for your response. Let's keep in touch: you may get more information, and I will, of course, let you know if we get any place with this whole thing.

Sincerely yours,

J. Allen Hynek
Director

JAH:krf

2051 Marengo Drive
Toledo, Ohio 43614
November 10, 1964

J. Allen Hynek
Dearborn Observatory
Northwestern University
Evanston, Illinois

Dear Mr. Hynek:

A word of warning by preface is in order before we get to the main body of the letter. I will reproduce verbatim part of a letter I sent to a friend of mine shortly after sighting my UFO. I copy it verbatim in order to save myself time in typing, to preserve as much as possible for you the freshness of the original experience, and to avoid the possibility of inadvertantly making errors of fact in rewriting. Therefore I must ask you to excuse the less-than-scientific style of the letter, which does however strive to be clear and factual. The letter is dated June 21, 1964.

Missed what probably would have been the biggest scoop-thing of my little newsman career.

It happened on the evening of Saturday, June 13, 1964. It was a very warm and humid night. The station had signed off at 8:15, and I screwed around with a few last-minute things before I finally left, the last one, alone, at 9:15. I started to hoof it home, as has been my custom of late, owing to my vehicle's incapacity. . . . [Long digression here on the subject of my vehicle's incapacity] . . . As I say, I was commencing to stump my way across the fields homeward. When, lo and BEhold, what to my wondering eyes should appear but these objects three over the wheat field adjacent to the great TOD property--objects obviously, flying apparently, and unidentified as far as I was concerned, immediately suggesting to the suggestible mind the designation UFO (Unidentified Flying Object). They were fairly close together and about as high as the great TOD towers (roughly 300 feet). They stayed together fairly well, but the apparent distance between them did vary, giving rise to the conjecture that they were physically unconnected, though there was the remote possibility that they were parts of one single object, the variation of apparent distance between them then being explained by a change of viewing perspective. The three objects, if such they indeed were, were made visible (kindly remember to read the word "apparently" or some such synonym before the verb in each of these sentences wherever it seems to be needed, should I forget to insert it) by means of white light emanating from the interior of each. Affixed to each object, on the side, was a red light, which blinked on and off about once a second. These objects moved away from me at a rate approximating 10 miles per hour and in a resultant direction composed of roughly equal components toward Detroit Avenue and toward Arlington Avenue. . . . I would have followed these strange objects directly but for the thickly-growing waist-high green wheat field. I watched them intently for five minutes or so. My eyes did not deceive me. They had a shape like unto that of the cockpit of a helicopter, and it

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The letter goes on at this point with an account of another strange happening which took place nearby and at almost the same time, but which was unknown to me at the time. A nearby drive-in restaurant was beseiged by a monstrous cloud of tiny light-green flying insects. No immediate causal connection was however ascribed to the two strange events.

December 16, 1964

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One other small thing before I close. You mentioned FATE magazine the night of our telephone conversation. Out of curiosity I picked up the December issue. Noticed and thought it curious that FATE is published in Evanston, Illinois. Any connection?

Sincerely,
Bernard L. English
Bernard L. English

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

2051 Marengo Drive
Toledo, Ohio 43614
November 10, 1964

J. Allen Hynek
Dearborn Observatory
Northwestern University
Evanston, Illinois

Dear Mr. Hynek:

A word of [illegible] preface is in order before we get to the main body of the letter. I will reproduce verbatim part of a letter I sent to a friend of mine shortly after sighting my UFO. I copy it verbatim in [illegible] time in typing, to preserve as much as possible for [illegible] of the original experience, and to avoid the possibility of inadvertently making errors of fact in rewriting. Therefore I must ask you to excuse the less-than-scientific style of the letter, which does however strive to be clear and factual. The letter is dated June [illegible], 1964.

- - -

[illegible] proposal. [illegible] have seen the biggest scoop-thing of my life [illegible].

It happened on the evening of Saturday, June [illegible], 1964. It was a very [illegible] night. The station had signed off at 8:15, and I had [illegible] a few last-minute things before I finally left, the [illegible]. I started to walk it home, as has been my custom of late, owing to my vehicle's incapacity. . . . [long digression on the subject of my vehicle's incapacity] . . . As I say, I was commencing to tramp my way across the fields homeward. When, lo and behold, what to my wondering eyes should appear but these objects (three) ? over the great field adjacent to the great TOD property--objects obviously, flying apparently, and unidentified as far as I was concerned, immediately suggesting to the suggestible mind the designation UFO (Unidentified Flying Object). They were fairly close together and about as high as the great TOD towers (roughly 300 feet). They stayed together fairly well, but the apparent distance between them did vary, giving rise to the conjecture that they were physically unconnected, though there was the remote possibility that they were parts of one single object, the variation of apparent distance between them then being explained by a change of viewing perspective. The three objects, if such they indeed were, were made visible (kindly remember to read the word "apparently" or some such synonym before the verb in each of these sentences wherever it seems to be needed, should I forget to insert it) by means of white light emanating from the interior of each. Affixed to each object, on the side, was a red light, which blinked on and off about once a second. These objects moved away from me at a rate approximating 10 miles per hour and in a resultant direction composed of roughly equal components toward Detroit Avenue and toward Arlington Avenue. . . . I would have followed these strange objects directly but for the thickly-growing waist-high green wheat field. I watched them intently for five minutes or so. My eyes did not deceive me. They had a shape like unto that of the cockpit of a helicopter, and it

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One other small thing before I close. You mentioned FATE magazine the night of our telephone conversation. Out of curiosity I picked up the December issue. Noticed and thought it curious that FATE is publisned in Evanston, Illinois. Any connection?

Sincerely,
Bernard L. English
Bernard L. English

DEARBORN OBSERVATORY
NORTHWESTERN UNIVERSITY
EVANSTON, ILLINOIS 60201

23 February 1965

Major Hector Quintanilla
Foreign Technology Division
Box 9494
Wright Patterson Air Force Base
Dayton, Ohio

Dear Major:

I am enclosing a toasted copy of a APRO bulletin. Please notice the reported Holloman Air Force Base case. This is the sort of case which prompts charges of Air Force secrecy, and I feel that it would be very wise to track this one down to its lair if at all possible. Apparently there was some conversation between the bomber pilot and the tower which the radio amateur accidentally overheard, but things like that can't get nipped in the bud at the very beginning. It gives an awful lot of grist for the mill of APRO, etc. I don't know what can be done at this late date, but at the very least, the radio amateur and the newspaper reporter should be contacted to see just what the original stimulus was.

I am also enclosing a toasted copy of a note from Mr. English. He was the one who reported the Toledo case which was rather similar to the Monticello case. I have asked him to get some pictures made of the terrain around there at a nominal cost if necessary.

Reference 18 August 1964, 200 miles east of Dover (Atlantic): would it be possible to get the names of the crew members concerned? I would like to write to them and have each one give me a completely independent statement and drawing of what they reportedly saw. If this can be done, we may be able to take this off the unidentified list. Apparently these people were between two cloud decks and saw an object approaching them. It might have been a relatively stationary balloon which they were overtaking and passed. Since everything over the Atlantic is carefully checked by radar, this is a puzzler, and it would be very interesting to get the comments of the individual crew members. I would like to find out how bright the object appeared and also whether they ever saw it to the rear of the plane.

Last Sunday I took occasion while loafing around to call this German professor at the Eastern Mennonite College in Harrisonburg, Virginia. This is the case, you will remember, that Dave and Sgt. Jones investigated. I also called Horace Burns because I wanted to get straight on two points. One was how they would explain the fact that no one else on a well traveled road would not have seen the object and also by talking to get a possible line on their personality quirks.

Gamen gave Burns a completely clean bill of health which, of course, I expected. Gamen seems to be a little displeased with the counter Dave was using and asked me why Dave kept setting it back to zero whenever it showed a large reading! He also wanted to know how, when the ground was covered with four inches of snow, Dave could say categorically, that there were no traces of anything having landed.

13 JUN, 64
Toledo, Ohio

14 April 1965

Private Bernard L. English
RA15730903
Company B,DLIWC
Box 9
Presidio of Monterey, California
93940

Dear Mr. English:

Glad to find you out defending your country so ably.

The photographs you sent go part of the way, but I am still a little unclear as to the actual distance between the place you first saw the object and the place you saw it finally. However, sometime I will visit Toledo, and we can take a look together.

I was interested in your remarks about Keyhoe's book. I am very much in agreement with you. It is notoriously difficult to separate fact from interpretation of fact, and indeed, the coloring of facts. Since you have Tacker's book you should also read Menzel's recent book called The World of Flying Saucers. Yes, I will stand by my statement in Tacker's book. And, going back to Keyhoe, my feeling is that he spends too much of his energy in attacking the Air Force and not enough energy in a scientific examination of facts.

As far as the claims of Air Force coverup are concerned, I can state that I have been with the Air Force in this project for nearly a score of years, and I have never come across any blatant coverage. The only "coverage" that might remotely be called that are honest classifications necessary because of the nature of the equipment involved (e.g. radars) and sometimes of the psychological or moral character of the witness. Obviously it is better to classify a case in which one is dealing with an obvious crackpot than to give the case wide publicity or make the report available to all comers. This would be embarrassing to all concerned.

There is a very interesting book coming out called Anatomy of a Phenomenon which will be published this June by the Regnery Press in Chicago, and I would recommend your reading that for a view of the situation which is not extreme in either direction. Best of luck in the Army.

Sincerely yours,

J. Allen Hynek
Director

JAH:krf

P. Harris – U. Berkeley
– Schramm can
[illegible]

2051 Marengo Drive
Toledo, Ohio 43614
November 10, 1964

J. Allen Hynek
Dearborn Observatory
Northwestern University
Evanston, Illinois

Dear Mr. Hynek:

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Sincerely,
Bernard L. English
Bernard L. English

PFC BERNARD L. ENGLISH
RA15730903
Co. B, DLIWC, Box 5
PRESIDIO OF MONTEREY,
CALIFORNIA, 93940
SATURDAY, OCT. 30, 1965

Dear Dr. Hynek:

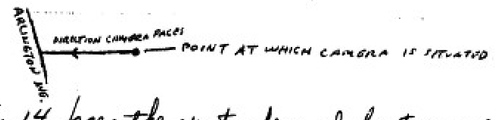
I hope you find these snapshots satisfactory. I have numbered them according to the order in which they overlap. The series 1 through 11 including 3.5 and 8.5 is taken from the point from which I initially sited the group of objects which concern us. This point is, of course, indicated on the schema I included with the form I filled out for you some months back. Numbers 3.5 and 8.5 will be seen to be more or less superfluous since 3 and 4 overlap and 8 and 9 overlap.

The series 14, 15, 16 is taken from the point from which I last saw the group of objects.

I imagine that it might be of some help in visualizing the area to trim the margins from the prints and arrange them in some sort of circular (cylindrical) frame, but I'm sure my remarks in this regard would be unnecessary.

The field of view in the long series covers an angle of about 270°; in the short series, an angle of very roughly 60°.

Picture No. 1 faces Arlington Avenue at an angle roughly thus:



Picture No. 14 faces the spot where I last saw the phenomenon.

I hope this information is not so imprecise as to be still of no use when taken together with the material I sent you previously.

If there is any information you need that I have neglected to include here, or if there is any way at all I can be of assistance, I will be happy to hear from you.

My expenses in this little enterprise came to about $2.50.

Sincerely,
Bernard L. English

PROJECT 10073 RECORD CARD

1. DATE 20 July 1964	2. LOCATION Yahatz, Oregon	12. CONCLUSIONS ☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical ☒ Other Satellite ECHO II ☐ Insufficient Data for Evaluation ☐ Unknown
3. DATE-TIME GROUP Local GMT 21/0640Z	4. TYPE OF OBSERVATION ☒ Ground-Visual ☐ Ground-Radar ☐ Air-Visual ☐ Air-Intercept Radar	
5. PHOTOS ☐ Yes ☒ No	6. SOURCE Military - Civilian	
7. LENGTH OF OBSERVATION 20 Minutes	8. NUMBER OF OBJECTS One	9. COURSE
10. BRIEF SUMMARY OF SIGHTING Star shaped object like star. Bright and bluish white color. Flight to North in straight line.	11. COMMENTS ECHO II moving NE over Oregon at 1143 PM PST. If time was converted from PST then object was likely ECHO II. Case evaluated as this Satellite.	

ATIC FORM 329 (REV 26 SEP 52)

INCOMING
MESSAGE

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE BRANCH

UNCLASSIFIED

AF IN : 25840 (24 Jul 64) A/sah

ACTION: NIN-7

INFO : XOP-1, XOPX-5, SAFOS-3 , DIA-15 (32)

SMB B087

B442ZCQJA943

PP RUEAHQ

DE RUWHKP 14 24/1512Z

ZNR

P 241512Z

3040
8
2240 PDT
(2340)

FM POADS ADAIR AFS ORE

TO RUWGALE/AIR DEFENSE COMMAND ENT AFB COLO

RUWHBH/25TH AIR DIV MCCHORD AFB WASH

RUCDSQ/AIR TECHNICAL INTELLIGENCE CENTER WRIGHTPATTERSON AFB OHIO

RUEAHQ/HEADQUARTERS USAF WASH 25 D C

RUEAHQ/SECRETARY OF THE AIR FORCE WASHINGTON 25 D C

BT

UNCLAS POODC-I 23-G-3

FOR AFCIN - HQ USAF; SAFOI - SECRETARY OF THE AIR FORCE. UFOB REPORT. THE FOLLOWING UFOB REPTRT IS SUBMITTED: PART I.

PART A.

1. SOMEWHAT STAR SHAPED.
2. ABOUT THE SAME SIZE AS A STAR9
3. BRIGHT AND BLUISH WHITE.
4. ONE.
5. N/A.
6. N/A.

AF IN : 25840 (24 Jul 64)
PAGE 2 RUWHKP 14 UNCLAS

7. NONE.

8. NONE.

9. NONE.

PART B.

1. WHILE LYING ON BACK OBSERVED MOVEMENT.

2. SLIGHTLY BELOW THE MOON AND 45 DEGREES ABOVE THE HORIZON.

3. 045 DEGREES ELEV, 360 DEGREES AZIMUTH.

4. SEE COMMENT BY CIO. (PART II.)

5. MOVED IN A STRAIGHT LINE TOWARD THE NORTH.

6. 20 MINUTES.

PART C.

1. GROUND OBS

RMATION.

2. NONE.

3. N/A.

PART D.

1. 21 JULY 1964, 0640Z.

2. NIGHT.

3. SLIGHTLY NORTH OF YAHATZ, OREGON (SAN MARINE MOTEL).

PART E.

1. CHARLES E. PETERSON, ROUTE 2, BOX 169, VENETA, OREGON.

PAGE 3 RUWHKP UNCLAS

(RETIRED TSGT - INTELLIGENCE OPERATIONS SPECIALIST)

PART II. CHARLES E. PETERSON (RETIRED TSGT, INTELLIGENCE OPERATIONS SPECIALIST, QOTRL REPORTED SIGHTING UFOB AT 0640Z WHILE NORTH OF YAHATZ, OREGON, ON 21 JULY 1964. HE WAS LYING ON HIS BACK WHEN HE NOTICED MOVEMENT OF A BRIGHT OBJECT SLIGHTLY BELOW THE MOON AND 45 DEGREES ABOVE THE HORIZON. THE OBJECT RESEMBLED AND WAS APPROXIMATELY THE SAME SIZE AS A STAR, HOWEVER IT WAS A BRIGHTER BLUE-WHITE. THERE WAS ONLY ONE OBJECT. THE OBJECT ROSE ACROSS THE FACE OF THE MOON, TURNED HALF LEFT AND PROCEEDED UP THE COAST IN A NORTHERLY DIRECTION. NO DIVERSIONARY MOVEMENTS WERE NOTED, BUT THE OBJECT PAUSED FOR A SPLIT SECOND AND THEN PROCEEDED AGAIN IN A STRAIGHT LINE. IT PASSED THROUGH THE FIRST AND SECOND STAR OF THE HANDLE OF THE BIG DIPPER. MR. PETERSON GAVE THE IMPRESSION OF AN INTELLIGENT OBSERVER. HE HAD PREVIOUS INTELLIGENCE EXPERIENCE AS AN OPERATIONS SPECIALIST IN THE AIR FORCE. HE WAS RESPONSIBLE FOR THE FORMAL REPORTING OF UFOB INCIDENTS WHILE STATIONED AT GREAT FALLS ; MONTANA, IN 1953. C-3. MAJOR A. F. SHIFLETT, PORTLAND AIR DEFENSE SECTOR.

BT

NOTE: Adv copy del to DIA and NIN.

[illegible]TLAND, OREG [illegible]

[illegible] JUL.14 EAST OF CITY, 16 [illegible] ABOVE [illegible]
[illegible] PM JUL.14 WEST OF CITY, 74 DEGREES ABOVE [illegible]
[illegible] AM JUL.15 WEST OF CITY, 11 DEGREES ABOVE HORIZON MOVING [illegible]
[illegible] PM JUL.15 SOUTH OF CITY, 43 DEGREES ABOVE [illegible]
[illegible] JUL.1[illegible] WEST OF CITY, [illegible] DEGREES [illegible]
[illegible] PM JUL.16 EAST OF CITY, 56 DEGREES ABOVE HORIZON MOVING [illegible]
[illegible] PM JUL.16 WEST OF CITY, [illegible] DEGREES ABOVE [illegible]
[illegible] JUL.17 EAST OF CITY, [illegible] DEGREES ABOVE [illegible]
[illegible] PM JUL.17 WEST OF CITY, 77 DEGREES ABOVE HORIZON MOVING [illegible]
[illegible] PM JUL.18 EAST OF CITY, 32 DEGREES ABOVE [illegible]
[illegible] JUL.18 WEST OF CITY, [illegible] DEGREES ABOVE [illegible]
[illegible] JUL.19 EAST OF CITY, 27 DEGREES ABOVE HORIZON MOVING [illegible]
[illegible] JUL.19 NORTH OF CITY, 52 DEGREES ABOVE HORIZON MOVING [illegible]
[illegible] JUL.[illegible] WEST OF CITY, [illegible] DEGREES ABOVE HORIZON MOVING [illegible]
[illegible] JUL.20 NORTH OF CITY, 54 DEGREES ABOVE HORIZON MOVING [illegible]
[illegible] JUL.20 EAST [illegible] 11 DEGREES ABOVE HORIZON MOVING [illegible]

1 PORTLAND, OREGON PST

AT 01.43 AM JULY.14 SOUTH OF CITY, 21 DEGREES ABOVE HORIZON MOVING NE
AT 03.48 AM JULY.14 SOUTH OF CITY, 71 DEGREES ABOVE HORIZON MOVING NE
AT 02.33 AM JULY.15 SOUTH OF CITY, 48 DEGREES ABOVE HORIZON MOVING NE
AT 03.22 AM JULY.16 SOUTH OF CITY, 75 DEGREES ABOVE HORIZON MOVING NE
AT 02.07 AM JULY.17 SOUTH OF CITY, 52 DEGREES ABOVE HORIZON MOVING NE
AT 00.51 AM JULY.18 SOUTH OF CITY, 28 DEGREES ABOVE HORIZON MOVING NE
AT 02.55 AM JULY.18 SOUTH OF CITY, 78 DEGREES ABOVE HORIZON MOVING NE
AT 01.40 AM JULY.19 SOUTH OF CITY, 56 DEGREES ABOVE HORIZON MOVING NE
AT 03.43 AM JULY.19 NORTH OF CITY, 85 DEGREES ABOVE HORIZON MOVING NE
AT 02.29 AM JULY.20 SOUTH OF CITY, 81 DEGREES ABOVE HORIZON MOVING NE

Oct 27 1958
Loch Raven Dam

PROJECT 10073 RECORD CARD

1. DATE
26 October 1958

2. LOCATION
N of Baltimore, Md.

3. DATE-TIME GROUP
Local 2230 EST
GMT 27/0330Z

4. TYPE OF OBSERVATION
☒ Ground-Visual
☐ Ground-Radar
☐ Air-Visual
☐ Air-Intercept Radar

5. PHOTOS
☐ Yes
☒ No

6. SOURCE
Civilian

7. LENGTH OF OBSERVATION
1 minute

8. NUMBER OF OBJECTS
one

9. COURSE
straight up

10. BRIEF SUMMARY OF SIGHTING
Large, flat egg-shaped obj, hovering over a bridge. Lights & motor of auto went off as it approached close to obj. There was a brilliant flash & loud noise as obj started to rise vertically. Sources claimed to experience burning sensation of their faces. See case file.

11. COMMENTS
Unknown pending further investigation.

12. CONCLUSIONS
☐ Was Balloon
☐ Probably Balloon
☐ Possibly Balloon

☐ Was Aircraft
☐ Probably Aircraft
☐ Possibly Aircraft

☐ Was Astronomical
☐ Probably Astronomical
☐ Possibly Astronomical

☐ Other UNIDENTIFIED
☐ Insufficient Data for Evaluation
☒ Unknown

ATIC FORM 329 (REV 26 SEP 52)

UFO SIGHTING
LOCK RAVEN DAM, NORTH OF BALTIMORE, MARYLAND
26 October 1958

On 26 October 1958 two men were driving near Lock Raven Dam, which is north of Baltimore, Maryland. As they rounded a curve in the road, near a bridge they sighted what appeared to be a large, flat and sort of egg-shaped object hanging between 100 and 150 feet off the top of the superstructure of the bridge.

They slowed their car but decided to go closer and investigate the object. They slowly drove closer to the object along the road leading to the bridge. When they were within approximately 75 or 80 feet of the bridge, the car went completely dead. The witnesses reported it seemed as if the entire electrical system was affected, the dash and head lights went out when the motor went dead. The driver of the car put on the brakes and tried to start the car but got no reaction whatsoever.

The witnesses became frightened and both got out of the car, and hid behind it in the absence of any other cover. From this vantage point they watched the UFO for approximately 30 to 45 seconds. Suddenly the UFO seemed to flash a brilliant white light, and both witnesses reported they felt heat on their faces. Concurrently, there was a loud noise which they interpreted as a dull explosion or thunder clap.

Very quickly so that the witnesses didn't know the proper sequence of events the object started to rise vertically. The object did not change its position over the bridge during the rising but did appear very bright and the edges became diffused so that its shape couldn't be made out as it rose. It took from 5 to 10 seconds to disappear completely.

After the object disappeared from view, the witnesses turned the car around, which started without any trouble, and rushed back to the nearest telephone to report the incident. The phone was reached 15 minutes after the incident, and the sighting was reported to the Towson Police Dept., which sent over two patrolmen to interview the witnesses.

After reporting the sighting to the patrolmen, the witnesses experienced a burning sensation of the skin and proceeded to St. Joseph's Hospital in Baltimore where they were given an examination and dismissed. The witnesses returned home individually.

Notes: The bridge is a double-arched, steel-frame construction with a concrete road bed. It has a fresh coat of dark green paint and is about 40 feet high at the maximum height of each arch. The entire bridge is about 500 feet long (0.1 mile), and the point at which the UFO was first seen was approximately 3/4 mile or one mile away.

There was no unusual meteorological activity in the area, no thunderstorms and quite clear. Visibility at Friendship Airport was 20 miles at 0100, 27 Oct 58.

This case was extensively investigated; however, no valid conclusion could be reached as to the nature of the object or phenomena, and it remains unidentified. The available evidence does not indicate that this object or phenomena constitutes a threat to the security of the United States.

TAB	
A	TWX, Initial Report dtd 28 October, 1958
B	TWX, Requesting Additional Information dtd 30 Oct, 58
C	OSI Investigation dtd 30 October 1958
D	IR dtd 13 November 1958
E	Extract from Ruppelt Book "Report on Unidentified Flying Objects"
F	Notes
G	Photos of Bridge

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION

INCOMING

BZCH[illegible]ZCFFD060

PP RJEZHQ

DE RJEZFF 2

P 281330Z

FM COMDR ANDREWS AFB , MARYLAND

TO RJEDDN/COM ADC

RJEZJM/COMDR DET 3 26TH ADIV DEF

RJEDSQ/COMDR AIR TECHNICAL INTELLIGENCE CENTER WPAFB

RJEZHQ/ASST CHIEF OF STAFF INTELLIGENCE

RJEZHQ/OFFICE OF INFORMATION SERVICES HQ USAF

BT

UNCLASSIFIED OGBO 27-K-9 PD UFO DESCRIPTION OF OBJECT COMMA LONG COMMA NARROW AND LIGHT COLON SHAPE COMMA FLAT EGG SHAPED COMMA SIZE COLON 75 TO 100 FEET LONG DIAMETER UNDERTERMINED COMMA COLOR COLON FLUORESCENT GLOW COMMA NUMBER COLON ONE COMMA TRAIL COLON NONE COMMA SOUND COLON RUMBLE AND EXPLOSION COMMA UNUSUAL FEATURES COLON CAR ENGINE AND LIGHTS CUT OFF UPON APPROCHING BRIDGE PD STARTED AGAIN AFTER OBJECT LEFT COMMA DESCRIPTIION OF COURSE OF OBJECT COLON HOVERING OVER THE NR ONE BRIDGE SW OF LOCHRAVEN DAM ON ROUTE 146 COMMA WHAT FIRSI CALLED

PAGE TWO RJEZFF 2

ATTENTION OF OBSERVERS TO THE OBJECT COLON CAME OVER HILL AND SAW THIS LIGHT HOVERING OVER BRIDGE 50 TO 75 FEET IN AIR COMMA ANGLE OF ELEVATION AND ASIMUTH OF THE OBJECT WHEN FIRST OBSERVED COLON LOOKING A BIT DOWN ON IF FROM HILL TOP COMMA ANGLE OF ELEVATION AND AZIMUTH OF OBJECT UPON DISAPPEARANCE COLON WENT STRAIGHT UP OUT OF SIGHT COMMA DESCRIPTION OF FLIGHT PATH COLON MADE A EXPLOSIVE SOUND AND SHOT STRAIGHT UP OUT OF SIGHT COMMA MANNER OF DISAPPEARANCE OF OBJECT COLON JUST DISAPPEARED OUT OF SIGHT UPWARDS COMMA LENGTH OF TIME IN SIGHT COLON ONE MINUTE COMMA MANNER OF OBSERVATION COLO GROUND VISUAL COMMA OPTICAL AID COLON NONE COMMA TIME AND DATE OF SIGHTING COLON 27 OCT 58 ZERO ZERO THREE ZERO AM COMMA ZULU TIME DATE GROUP SIGHTING 0530Z TO 0600Z 27 OCT 58 COMMA LIGHT CONDITIONS NIGHT COMM LOCATION OF OBSERVERS COMMA IN CAR COMING OVER HILL NE OF BRIDGE COMMA IDENTIFYING INFORMATION OF ALL OBSERVERS COMMA PHILLIP SMALL ANGE 27 3735 REISTERSTOWN RD BALTIMORE MD COMMA ALVIN COHEN AGE 24 3348 AVONDALE RD BALTIMORE MD WEATHER AND WINDS ALOFT AT FRIENDSHIP APRT 0100 WIND AND VELOCITY DEGREES AND KNOTS AT SURFACE

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION
UNCLASSIFIED MESSAGE
INCOMING

PAGE THREE RJEZFF 2

16000 260/20 COMMA 20000 260/25 COMMA 30000 260/75 COMMA 50000 260/40 COMMA CEILING 7000SCATTERED VISIBILITY 20 MILESCLOUD COVER SCATTERED THUNDERSTORMS NEGATIVE PD

BT

28/1351Z OCT RJEZFF

ACTION: CIN
INFO : OOP, SAFIS
AF IN : 7573 (28 Oct 58) Page 3 of 3 pages D/jry

JOINT MESSAGEFORM

SECURITY CLASSIFICATION: UNCLASSIFIED

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

TOR 312020Z

TOT 3118036Z

Cap Hqts 987

1018E

PRECEDENCE		TYPE MSG (Check) BOOK	MULTI	SINGLE	ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION	PRIORITY						
INFO				X	AF	OGBO 27-K-9	UNCL

FROM: COMDR, ATIC

4E4

TO: COMDR, ANDREWS AFB, MD.

SPECIAL INSTRUCTIONS:

/UNCLASSIFIED/FROM: AFCIN-4E4 16-2586-C

REF YOUR TT MSG OGBO 27-K-9, DTD 28 OCT 58, IN WHICH YOU REPORT THE SIGHTING OF AN UFO NORTH OF BALTIMORE, MD. REQUEST A COMPLETE INVESTIGATION OF THIS INCIDENT IN ACCORDANCE WITH AFR 200-2, DTD 5 FEB 58. IF ACTION AIREADY STARTED, DISREGARD THIS MSG.

COORDINATION:

AFCIN-4E4 ______ DATE 31 OCT 58
COL GLASER

AFCIN-4E ______ DATE 10/31
COL GILBERT

DATE	TIME
30	1210
MONTH	YEAR
OCT	1958

WRITER

SYMBOL: AFCIN-4E4

TYPED NAME AND TITLE: T/Sgt James O. Bolieu 31OCT2

PHONE: 6-9216 PAGE NR. 1 NR. OF PAGES 1

SECURITY CLASSIFICATION: UNCLASSIFIED

RELEASER

SIGNATURE

TYPED (or stamped) NAME AND TITLE
WALLACE [illegible]
Captain, USAF
Assistant Administrative Officer

DD FORM 173, 1 MAY 55 REPLACES DD FORM 173, 1 OCT 49, WHICH WILL BE USED UNTIL EXHAUSTED near midnight 26 Oct

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL USAF
4th DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
BOLLING AIR FORCE BASE 25, D.C.

24-0-499

31 OCT 1958

SUBJECT: (U) UNIDENTIFIED FLYING OBJECTS
Large, Flat, Egg-Shaprd Object
Sighted near Loch Raven Dam, North
of Baltimore, Md., 26 Oct 58

TO: Commander
1001st Air Base Wing (HEDCOM)
Andrews Air Force Base
Washington 25, D. C.
ATTN: Base Operations Officer

1. Reference is made to conversation between Special Agent MARTIN H. DEELY, of this office, and the Base Operations Officer, on 27 October 1958, concerning unidentified flying objects.

2. The following is submitted for your information:

a. At 0050 hours, 27 October 1958, Cpl KENNETH HARTMANN, Headquarters, Baltimore County Police Department, Towson, Baltimore-4, Maryland, advised the Baltimore Detachment of this District Office, that PHILLIP SMALL, age 27, 3735 Reisterstown Road, and ALVIN COHEN, age 24, 3348 Avondale Road, both of Baltimore, Maryland, had reported seeing an unidentified flying object. Cpl KENNETH HARTMANN advised that SMALL and COHEN had not been drinking and that they appeared to be very frightened. Cpl HARTMANN further advised that he received the following information from SMALL and COHEN:

> While driving near Loch Raven Dam, north of Baltimore City, around midnight on 26 October 1958, as they came over a small hill, they saw a large, flat, egg-shaped object approximately 75 to 100 feet long, hovering near the ground. As their car approached the object, the electrical system failed in their car, the engine stopped, and the lights of their car went out. SMALL and COHEN got out of the car and approached the object, at which time the object emitted a noise, the sound of which was described as being between a rumble and an explosion, and took off vertically, remaining in sight for approximately 35 to 40 seconds. The object gave off a fluorescent glow during the entire time it was observed. SMALL claimed that one side of his face was burned at the time of take-off.

b. With reference to paragraph 7d, AFR 200-2, the following is submitted:

Incl #3

4D OSI 24-0-499, Subject: (U) UNIDENTIFIED FLYING OBJECTS, Large, Flat, Egg-Shaped Object Sighted Near Loch Raven Dam, North of Baltimore, Md., 26 Oct 58

(1) Description of the Object:

(a) Shape - flat and egg-shaped
(b) Size - Approximately 75 to 100 feet long (diameter not indicated)
(c) Color - Fluorescent glow (no color indicated)
(d) Number - One object
(e) Formation - N/A
(f) Discernible Features or Details - None indicated.
(g) Tail, trail, or exhaust - None indicated
(h) Sound - Combination of rumble and explosion
(i) Other pertinent features - None indicated

(2) Description of Course of Object:

(a) Object was hovering in path of automobile
(b) Viewers were level with, or slightly above object.
(c) Object ascended straight up into the sky, no maneuvers indicated
(d) Object disappeared into the sky
(e) Object remained in sight approximately one minute.

(3) Manner of Observation:

(a) Ground-visual
(b) No optical aids
(c) Sighting was made from the ground

(4) Time and date of sighting:

(a) (Zulu time unknown) approximately midnight 26 October 1958
(b) Night-time

(5) Sighting occurred near Loch Raven Dam approximately eight (8) miles NNE of Baltimore, Maryland (Latitude and Longitude unknown)

(6) Observers:

4D OSI 24-0-499, Subject: (U) UNIDENTIFIED FLYING OBJECTS, Large, Flat, Egg-Shaped Object Sighted Near Loch Raven Dam, North of Baltimore, Md., 26 Oct 58

(a) Civilians - PHILLIP SMALL, age 27, 3735 Reisterstown Road, Baltimore 15, Maryland; ALVIN COHEN, age 24, 3348 Avondale Road, Baltimore 15, Maryland. Occupations not indicated
(b) Military - None

(7) - (12) Unknown.

John W. [illegible]
Lt Col USAF
for

cc: Dir OSI (ZI)

KEEFE O'KEEFE
Colonel, USAF
District Commander

CLASSIFICATION

COUNTRY OF ACTIVITY REPORTING USA (ZI)	REPORT NO. IR-01-58	*(Leave blank)* 4E4

AIR INTELLIGENCE INFORMATION REPORT

COUNTRY OR AREA REPORT CONCERNS Baltimore, Maryland (USA)	DATE OF INFORMATION 26 Oct 58	
ACTIVITY SUBMITTING REPORT 1001st Air Base Wing, Andrews Air Force Base, Washington 25, D. C.	DATE OF COLLECTION 27 Oct thru 13 Nov 58	SRI STATUS *(If applicable)* SRI NO. CANCELED/COMPLETE
PREPARING INDIVIDUAL BERT R. STAPLES, 2nd Lt, USAF	DATE OF REPORT 13 Nov 58	SRI NO. CANCELED/INCOMPLETE SRI NO.
NAME OR DESCRIPTION OF SOURCE Phillip SMALL (Civ) Robert HARGRAVES (Civ) Alvin COHEN (Civ) David MENZIES (Civ)	EVALUATION See Summary on AF 112a	ACTIVE ADDITIONAL INFORMATION ON *(Date)*

DEC 1 1958

REFERENCES *(BAIR Subject, previous reports, etc., as applicable)* Tape recording of statements of SMALL and COHEN; telephone conversation with MENZIES, GOC, St, Josephs Hospital; interview with HARGRAVES.

SUBJECT *(Descriptive title. Use individual reports for separate subjects)*
Detailed Investigation of a UFO Sighting North of Baltimore, Maryland, on 26 October 1958.

SUMMARY *(Give summary which highlights the salient factors of narrative report. Begin narrative text on AF Form 112a unless report can be fully stated on AF Form 112. List inclosures, including number of copies)*

On 26 October 1958 at about 2230 EST (0330 Zulu) two civilians came upon a UFO hovering above a bridge near Loch Raven Dam, North of Baltimore. Their automobile failed to function when they approached and the UFO took off vertically, about a minute afterwards. They stated that their report to the Ground Observer Corps was scoffed at and they then reported it to the Towson Police Department. The two men suffered mild burning sensations on their faces and were examined at St. Joseph's Hospital in Baltimore.

An electrical report was made from Andrews Air Force Base upon receipt of the sighting.

ATIC at Wright Patterson Air Force Base requested a detailed investigation. Results of this detailed investigation follow on attached AF Form 112a.

Bert R Staples
BERT R. STAPLES
2nd Lt., USAF
Investigating Officer

4 INCLS
- ✓ 1. IR (AF Form 112a)
- ✓ 2. Msg OGBO 27-K-9
- ✓ 3. Ltr, Department of AF, subject (U) UFO
- ✓ 4. Photographs (5 negatives/w/4 prints ea)

DISTRIBUTION BY ORIGINATOR *(Except USAF and file. Indicate Dupl M/m and copies w/o inclosures, if applicable)*
ATIC - 2 Cys
Commander, 1001st ABW - 1 cy

WARNING: *This document contains information affecting the national defense of the United States within the meaning of the Espionage Laws, Title 18, U.S.C., Section 793 and 794. Its transmission or the revelation of its contents in any manner to an unauthorized person is prohibited by law.*

AF FORM 15 SEP 54 112 REPLACES AF FORM 112, 1 OCT 52, WHICH MAY BE USED

U.S. GOVERNMENT PRINTING OFFICE: 1954 O-315475

FOR OFFICIAL USE ONLY
CLASSIFICATION (AFR 11-30)

CLASSIFICATION (SECURITY INFORMATION when filled in)

SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY Comdr, 1001st Air Base Wing Andrews AFB, Washington 25, D. C.	REPORT NO. IR-01-58	PAGE 1 OF 12 PAGES

I, 2d Lt Bert R. Staples, tape recorded my interview with SMALL and COHEN at 1940 hours, EST (0040 ZULU) on 4 November 1958 at the residence of Mr. COHEN, 3348 Avondale Road, Baltimore, Maryland.

The following narrative is a verbatim transcription from this recording:

"My name is Alvin M. Cohen, I live at 3348 Avondale Avenue, I am 24 years old, and work in a supervisory capacity for Sears Roebuck and Co.

We were taking a ride out near Loch Raven Dam Sunday, Oct 26th. After you pass the dam itself there is a rather twisting road that goes down into a valley and obstructs your view of the lake entirely. You can't see the lake nor a bridge that leads across it. Shortly after you pass the dam, until you take a left turn, then the bridge looms up in front of you at 200 to 250 yards away. We took this left hand turn and we saw, from that distance, what appeared to be a large, flat sort of egg-shaped object hanging between 100 to 150 feet off the top of the superstructure of the bridge over the lake.

We slowed and then decided to go closer and investigate the object. We crept closer to the object along the road leading toward the bridge. When we got to within 75 or 80 feet of the bridge the car went completely dead on us. It seems as though the electrical system was affected, the dash lights went out, the head lights went out, the motor went dead. Mr. Small, who was driving the car, put on his brakes, turned the ignition once or twice. We didn't get any whirring sound, we were pretty frightened at this point.

We both got out of the car. On this road there is nowhere to hide or run, which is probably what we would have done. So we got the car between the object and ourselves. We watched it from that position for approximately 30 to 45 seconds and then, I am not sure of the sequence of events here, it seemed to flash a brilliant flash of white light and we both felt heat on our faces. Concurrently, there was a loud noise that I interpreted as a dull explosion and Mr. Small heard as a thunder clap.

Then very quickly so that you couldn't gain the proper sequence of events, the object started to rise vertically. It didn't change it's position, as far as we could tell, during the rising. The only different feature it had while it was moving was that it was very bright and the edges became diffused so that we couldn't make out the shape as it rose. It took from 5 to 10 seconds to disappear from view completely. We were very frightened.

After the object disappeared from view we turned the car around without crossing the bridge. The road is rather narrow at that point and in turning the car, I remember that we smashed into an embankment on one side of the road. If you will look carefully you can probably see where we hit this hill. We got back to a phone in approximately 15 minutes.

The phone booth we used was located at Loch Raven Boulevard and Joppa Road. We proceeded to call the Ground Observer Corps, with no result. Our story only elicited complete disbelief.

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Incl #1

SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY Comdr, 1001st Air Base Wing Andrews AFB, Washington 25, D. C.	REPORT NO. IR-01-58	PAGE 2 OF 12 PAGES

After this unsuccessful attempt to report what we saw, we called the Towson Police Department. They told us there were two patrolmen coming over and we waited for these two patrolmen.

We told them what we had seen and at this time both Mr. Small and myself noticed burning sensations of the skin of our faces and a dryness of the eyes. Mr. Small was rather worried about this and after we finished reporting what we had seen at the dam, to the police, we proceeded to St. Joseph's Hospital in Baltimore and were given a cursory examination and dismissed.

Then we returned home, individually."

The following account of the incident was given by Mr. SMALL:

"My name is Phillip Small. I live at 3735 Reisterstown Road. I am 27 years old and a collection manager for a finance company.

At approximately 1030, riding along Loch Raven Boulevard, we came around a bend. It was extremely dark, visibility was clear, there were constellations, etc., in the sky. To our recollection there was no moon. We came across an egg-shaped object hovering over Bridge Number 1. This is after you pass the dam. It was approximately, to our knowledge 75 to 150 feet high. There is some doubt to exactly how high it was. We were rather alarmed at seeing the object and we were not qualified to tell exactly how high it was.

When we first saw the object it was approximately 300 yards away. We were going approximately 25 to 30 miles per hour as this was bad road. This was rather fast for this road and we slowed down to approximately 10 to 12 miles per hour and came to within approximately 75 to 80 feet of the object. We have no way of telling the distances exactly. After we talked it over later, we figured out that it must have been approximately this distance that we are talking about. The electrical system in the car seemingly gave out, as if you had your points go up, or somebody took the battery out of the car, or some other type of disturbance of this nature. I tried to put the ignition system on but there was no whirring or anything. I put the brakes on the car and we just looked at the object through the windshield temporarily.

Then we decided to run out of the car and we decided to put the car between ourselves and the object. It was a very narrow road: on one side the lake, and on the other side of a cliff. There was no place to run. We probably would have it we could've but we were terrified at what we saw.

We thought maybe it was a Navy blimp. We tried to rationalize what it was. Of course, the fact that the electrical system in our car conked out, made us a little suspicious as to what it might have been.

We figure or estimate the approximate size of this thing, be followed by the formula $C^2 = A^2 + B^2$ or $C^2 = 75 \text{ feet}^2$ plus $(120 \text{ feet})^2$ which would give approximately the size of the object. Although we are not sure, we estimate it was approximately 100 feet long since it occupied approximately one-third

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SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY Comdr, 1001st Air Base Wing Andrews AFB, Washington 25, D. C.	REPORT NO. IR-01-58	PAGE 3 OF 12 PAGES

of the bridge, at the height it was at. We watched it for approximately 30 seconds and then it seemingly gave off a terrifically bright light.

It had been glowing with an irridescent glow before hand but this light seemingly was blinding and approximately at the same time we felt a tremendous heat wave. It didn't seem like the heat of a burning object but something like a ultraviolet light or some kind of radiation. We didn't seemingly think it was like the heat from a blast furnace.

The object disappeared from view within approximately 5 to 10 seconds after giving off a tremendous thunder clap, something approaching a plane breaking the sound barrier. After it disappeared from sight we came back into the car and turned the ignition system on and it immediately went into operation. We approached to within the bridge, backed up before crossing the bridge, and immediately, at great speed, came back to Loch Raven and Joppa Roads.

We discussed the thing and didn't know what the heck to make of it, but we figured we would at least report it either to the Police or the Ground Observer Corps to try to find out if anyone else in the area had possibly heard the sound or had possibly seen the object. We came into the booth at Loch Raven and Joppa Roads and we called the Ground Observer Corps.

Immediately after calling, the Ground Observer Corps member said, "Aww, Come on now," and I said "I would just like to report this thing. I am not interested in asking whether you believe it or not but I would like to find out if anyone else in the area has possibly reported the thing." He says, "Aww, Come on now," he said there were Navy blimps in the area but when we insisted that the thing was probably no blimp, he hung up on us.

It was at that time that we wanted to try to get confirmation of the report, not to make publicity or make names for ourselves, but to see if anyone else had possibly heard the thing. We decided to call the police.

Two policemen came to the scene and began taking a report. We at the time questioned, "This won't get any further than possibly going to the Air Force?" and he claimed that it wouldn't.

At the time we were reporting the thing we noticed a burning sensation on our faces. We didn't pay too much attention at the time except to ask the police if they had noticed if our faces were red. The policemen said that they didn't but we still noticed the burning sensation. After making the report we left the police and went to St. Joseph's Hospital to try to determine if possibly they were some kind of radiation burns or any other type of thing that we might have received. The doctor looked at our faces and claimed that Mr. Cohen's face was slightly red and that mine wasn't. He, of course, looked at us thoroughly, took our pressures and everything. It was only a superficial examination but he claimed we had nothing to worry about. A police sergeant at the scene, who seemingly had gone to radiation class of some kind, mentioned that if it had been a radioactive burn we wouldn't have been burned immediately and it would have taken some time to

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SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY Comdr, 1001st Air Base Wing Andrews AFB, Washington 25, D.C.	REPORT NO. IR-01-58	PAGE 4 OF 12 PAGES

develop. This of course led us to believe that we didn't have to worry too much about the radioactivity. We left the hospital and went home that night.

The next day my face did become a little redder and it was apparently noticeable to anyone who spoke to me."

DISCUSSION

A discussion period now follows, with Lt. Staples questioning, where details and further questions are answered.

Q. Mr. Small I believe you have a correction to made on your statement?

A. Yes, what I was figuring out was not the size of the object by this pythagorean theorem, but the distance from the point of sighting to the object, which was approximately 400 feet. This $C^2 = A^2 + B^2$ bit, I was making a mistake there.

Q. What color was the glow that you observed?

A. Mr. S. Irridescent white, whiteish coloration not to be called white like white but sort of like a moon glow, but not exactly a cold milky white.

Q. Do you agree Mr. C?

A. Yes, I do, it wasn't bright enough to mar the outline or shape of the object, but it was bright enough so that if you looked into it or at it you couldn't make out any surface features.

Q. Did you notice any discernable features or details of the object?

A. Mr. C. None at all.

Mr. S. None other than possibly superfically it looked like an egg.

Q. Did it have any tail, trail or exhaust?

A. Mr. S. Do you mean while it was hovering over the bridge, or when it took off?

Q. Either hovering or on take-off.

A. Mr. S. No, not that we know of.

Mr. C. No.

Q. Did it make any manuevers on take-off?

A. Mr. S. None that we can recall except to go vertically upward.

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SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY	REPORT NO.	PAGE	OF	PAGES
Comdr, 1001st Air Base Wing Andrews AFB, Washington 25, D. C.	IR-01-58	5	12	

Mr. C. No, I can't recall any maneuvers as such as it rose.

Mr. S. We call it hovering, like it might have been caught in the wind. It might have moved a little bit as it was hovering over the bridge, that could have been a manuever, we are not sure.

Q. You say you were out for a drive and not on a fishing trip, is that correct?

A. Mr. S. Yes, the paper reported this from the police report. We happened to be riding, we weren't fishing, I never fished in my life.

Q. What was the approximate distance from the bridge where your electrical system in the car failed?

A. Mr. S. It was approximately 75 to 80 feet away from the bridge not from the object, which was about 75 to 100 or so feet above the bridge.

Q. You did not make any attempt after you got out of the car to approach the object.

A. Mr. S. No, through fear we decided, I mean, we decided to put the car between us and the object.

Mr. C. To the contrary, if there had been anywhere to hide our persons I feel most assuredly we would have hidden ourselves.

Q. Mr. Small were you treated for any burns on the face?

A. Mr. S. At the hospital I was given, as Mr. Cohen puts it, a cursory examination, a very superficial one. Mr. Cohen's face was noticeably red, mine wasn't. He didn't examine us but this police sergeant, as I told you, told us we didn't have anything to worry about as far as radioactive burns. The doctor seemed very limited on knowledge about what was happening. He took our pressure but it was a very limited examination to say the least.

Q. Would you give the name of the hospital and the doctor, if you can remember, and the address of the hospital?

A. Mr. S. The hospital was St. Joseph's on North Caroline Street. The doctor's name, it was an intern, I can't tell you his name ...

Mr. C. His first name was Mario.

Mr. C. That would be enough to get in touch with him if you would like to, his first name I remember definitely was Mario.

Mr. S. Well, it was 12 o'clock at night, the police sergeant and lieutenant who came down, by the way, we don't know their names either, I am sure that it can be verified or checked very easily.

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SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY	REPORT NO.	PAGE	OF	PAGES
Comdr, 1001st Air Base Wing Andrews AFB, Washington 25, D. C.	IR-01-58	6	12	

Q. Which police district or precinct were these people from?

A. Mr. S. Whatever police is around there.

Mr. C. Towson.

Mr. S. No, not when we came into the city.

Mr. C. Oh, you mean the people we spoke to at the hospital? Whatever precinct or district is near the hospital. What is the precinct of St. Joseph's?

Mr. S. I don't know, it might be Eastern.

Mr. C. No, it's not Eastern.

Mr. S. It couldn't be Northwestern, I don't think......

Q. What police department did you first report the incident to?

A. Mr. S. Towson Police department. We didn't report it to the police department at St. Joseph's, we only came for treatment there. They happened to be called by the nurse to see if anyone in the police department knew anything about radioactive burns.

Q. You say there was an investigation by the NICAP, National Investigational Committee for Aerial Phenomena?

A. Mr. S. Yes, do you want me to tell you the history of that investigation.?

Q. Yes.

A. Mr. S. I received a telegram Monday, no, wait a minute, I received the telegram Thursday. The telegram said, "Will you please call the following number: North....."I forgot. It was signed by a Major Keyhoe. It said to call from two to five (PM) Friday or Saturday, I decided to call Friday around 11 o'clock and an individual, Norman Hall, I believe, answered the phone saying he was authorized to take the call. He wanted to know a little bit about what happened, he said he would like to come over to the house to investigate. He said he had geiger counters and all the paraphanalia with which he was equipped to investigate. I asked him "Are you a government agency?" He says, "We are not in anyway connected with the government, but we do investigate phenomena of this type." I said, "It's perfectly all right with me," and we arranged that he was to come over Saturday between 2 and 3 o'clock (PM). Saturday at approximately 2:30 (PM) he came over to the house and at that time I reported another circumstance that I hadn't mentioned before, about white spots over the car. They took samples of this for spectroscopic analysis. We went out to the scene at Loch

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Raven and they took "magnetized readings" of the bridge. It seemed presumably that if an object was exposed to radioactivity there would be a depolarization of an object that was exposed to radioactivity, of course, this is the way they explained it to me, I am not a physicist myself.

Mr. C. What they told me was that just the top portion of it showed any magnetism, the top portion of the superstructure.

Mr. S. Well, see they didn't tell this to me, they mentioned to me....

Mr. C. Mr. Hall told me that it was slight but it did show some sort of magnetic....

Mr. S. Well, at any rate, at the scene, they took measurements where we were, they took pictures, motion pictures of me, my burns and everything around me, and of the car. A very complete investigation, I might add. There was an engineer among them, an electrical engineer, so he claimed, there was a lawyer among them, there was an insurance agent among them. And Norman Hall who is a full time man with the organization, under Major Keyhoe, himself, was among the crew. I must add that they were competent, qualified at any rate, and they came back to the house and quizzed both Al Cohen and myself further on the incident. They had tape recordings made of the whole bit and it was quite conclusive, in fact, more conclusive than the present examination we are undergoing now.

Q. Have you heard from this organization since the investigation they made?

A. Mr. S. No, we were told their report would appear in their publication which .. I forgot, which is published bi-weekly or bi-monthly or something along these lines. I am not sure.

Mr. C. I told him not do do that.

Mr. S. You told him not to?

Mr. C. Sure, with national publicity, I'd have every crank in the country calling me instead of every crank in the city.

Mr. S. Well, then that's all we know about that.

Q. You said the object was about a third the length of the bridge?

A. Mr. S. At the height we reported it, it appeared to cover one-third of the bridge. Our measurements are not accurate, we, of course, seem to differ on how long the bridge was, Al says the bridge was at least 200 yards.

Mr. C. Yeah, I feel the bridge is 200 yards.

Mr. S. And I say 300 feet, I am not sure myself. At the scene, after

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CLASSIFICATION (SECURITY INFORMATION when filled in)

SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY Comdr, 1001st Air Base Wing Andrews AFB, Washington 25, D. C.	REPORT NO. IR-01-58	PAGE 8 OF 12 PAGES

looking at the bridge, I feel Al is more correct.

Mr. C. 175 yards would be a good guess.

Mr. S. This is when I went back with the NICAP boys.

Q. What type of bridge is it? What construction, generally?

A. Mr. S. It's a steel bridge, freshly painted. A steel girder bridge, it has two sections, one section on the half of the bridge connected to the ground and another section in between as the plank.

Mr. C. The bed, the road bed portion, of the bridge is wooden, by the way.

Q. You said you observed the object from behind the car for approximately 30 seconds?

A. Mr. S. After we got out of the car it was 30 seconds we actually watched it.

Q. You also stated that the object in relation to the road and yourself seemed to be either over or a little to your side of the bridge and not beyond it?

A. Mr. S. That's what I would say, what do you say (Mr. Cohen)?

Mr. C. If anything it was a little more toward our side, more than likely, because of looking up and so on, it probably was over the bridge itself, directly over the bridge.

Mr. S. You seem to be using that as a focal point, the bridge.

A. Mr. C. For what?

Mr. S. For what? Like it was on strings. (Pause) I am sorry I saw it; I wish I hadn't seen it. I'd rather not be going through all this interrogation. I did seem something like this. I hoped what I did see would add to the national interest or national information that would maybe help understand these things a little better. I do know that they exist, now that I have seen it myself. I am not saying that it was a flying saucer, I don't know. I do know there are at least such things now as UFOs.

Upon further questioning SMALL and COHEN indicated that they were contacted by David Menzies, 4020 Ridgecroft Road, Baltimore, Maryland, Age 16, phone: HAmilton 6-3836. MENZIES' attention was called to the observers through the local newspaper stories. The following information was received from MENZIES:

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CLASSIFICATION (SECURITY INFORMATION when filled in)

SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY	REPORT NO.	PAGE	OF	PAGES
Comdr, 1001st Air Base Wing Andrews AFB, Washington 25, D. C.	IR-01-58	9	12	

1. Description of the object(s):

a. Shape: Unknown.

b. Size compared to a known object held in the hand at about arms length: Baseball.

c. Color: Glowing white.

d. Number: One.

e. Formation, if more than one: None.

f. Any discernible features or details: None.

g. Tail, trail, or exhaust, including size of same compared to size of object(s): None.

h. Sound. If heard, describe sound: None.

2. Description of course of object(s): NE heading.

a. What first called the attention of observer(s) to the object(s)? Observing sky at Clifton Park Observation Center.

b. Angle of elevation and azimuth of the object(s) when first observed: About 85° (80-90).

c. Angle of elevation and azimuth of object(s) upon disappearance: Disappeared suddenly.

d. Description of flight path and maneuvers of object(s): Straight to NE, no maneuvers.

e. Manner of disappearance of object(s): Instantaneously to the NE.

f. Length of time in sight: About 1 minute.

3. Manner of observation:

a. Ground-visual.

b. Statement as to optical aids used: None.

c. If the sighting is made while airborne, give type aircraft, identification number, altitude, heading, speed, and home station: N/A.

4. Time and date of sighting: 1045 EST, 26 October 1958.

a. Zulu time-date group of sighting: 270345Z.

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SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY Comdr, 1001st Air Base Wing Andrews AFB, Washington 25, D. C.	REPORT NO. IR-01-58	PAGE 10 OF 12 PAGES

b. Light conditions: Night.

5. Location of observer(s). Exact latitude and longitude of each observer, or Georef position, or position with reference to a known landmark: Gardenville: Clifton Park Observation Center.

6. Identifying information of all observers:

a. Civilian - Name, Grade, Organization, Duty, and Estimate of Reliability:

DAVID MENZIES	Age: 16, Student
4020 Ridgecroft Road	Estimated reliability:
Baltimore, Maryland	Qualified above average.

Menzies is a student and a member of a local (Gardenville) Astronomical Society. He is in the process of becoming a member of the GOC.

Judging from my conversation with him he displayed a keen interest in UFOs and was well informed on the subject. He seemed to be very conscientious and assured me that he could distinguish aircraft from other objects.

I would estimate his reliability to be above average because of his interest in plane spotting and astronomy and experience in the local astronomical club.

The Ground Observer Corps (phone: LExington 9-3700) had not logged any record of any UFO reported on 26 October 1958.

St Joseph's Hospital had neglected to make any written report of the "superficial examination" but they did recall the incident. The desk nurse, Miss TARESCO, called the Northeastern Baltimore Police District for aid and advice since no one at the hospital had any experience with radiological burns.

The nurse contacted Lt. Cummer and Sgt Hirsch of the police department and both of these men went to St Joseph's Hospital and rendered advise to the UFO observers. No treatments were administered.

Both SMALL and COHEN appeared to be well educated and spoke in an intelligent manner. They seemed sincere and they indicated that they did not want publicity.

The parts of their statements related to the Ground Observer Corps and St Joseph's Hospital were borne out by telephone conversations between GOC and hospital personnel, and myself.

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SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY	REPORT NO.	PAGE	OF	PAGES
Comdr, 1001st Air Base Wing Andrews AFB, Washington 25,	D. C.	11		12

The observers' reports were logical, consistent and coherent. Neither of the observers' occupations involve observation reporting or technical knowledge. My estimate of the reliability of the observers: Excellent.

The sighting made by MENZIES could have been the same object, since the color (glowing white) and the approximate time agrees.

Five photographs of the scene where taken on 13 November 1958 at approximately 1200 to 1300 hours EST by a photographer from Andrews Photographic Laboratory. These photos are inclosed.

While enroute to take these photographs I had an opportunity to talk with the manager of a restaurant located across the lake from the bridge where the UFO was sighted. The restaurant was "The Plantation House" on Loch Raven Road. I had stopped to ask directions and it was mentioned that the manager had made a similar sighting on the night following the reported UFO. The manager, ROBERT HARGRAVES, 5001 Levindale Road, Baltimore 15, Maryland, was driving down Loch Raven Road (the same road that the bridge is located on) while taking one of his employees home: JOHN LOMAX (can be reached c/o Plantation House).

Both LOMAX and HARGRAVES simultaneously pointed to a "glowing light" hovering over a field. The time was accurately established as being between 2105 and 2115 EST on 27 Oct 58. The object appeared suddenly and as HARGRAVES and LOMAX continued down the road towards it, it just as suddenly disappeared. LOMAX's description of the disappearance at the time was, "Look, it disintegrated!" The object was in sight less than a minute and no noise accompanied its disappearance.

Neither HARGRAVES or LOMAX reported this because they felt that they would be called "crazy."

Upon returning to work the following evening a Mr. and Mrs. Hurst (other employees at the Plantation House) 500 Surrey Road, Baltimore, Maryland mentioned that on their way home the evening before, 27 October 1958, (at about the same time HARGRAVES and LOMAX were driving home) they saw a "glowing object hovering in a field." They also did not report this.

HARGRAVES mentioned that several employees heard the noise which was reported by SMALL and COHEN the evening of 26 October 1958, but no one saw the object. HARGRAVES described the sound as a "Double boom" -- a "boom .... boom" in quick succession.

To the investigator his description did seem like the sound of an aircraft breaking the sound barrier. The second "boom" may have been an echo of the first.

The restaurant has a picture window which gives a full view of the bridge across the lake. The distance is about 4-5 miles across the lake. It happened that no one was in view of the bridge at the time of the UFO sighting by SMALL

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CLASSIFICATION (*SECURITY INFORMATION when filled in*)

SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY Commander, 1001st Air Base Wing Andrews AFB, Maryland	REPORT NO. IR-01-58	PAGE 12 OF 12 PAGES

AND COHEN, but they did hear the noise at that time on 26 October 1958.

I would estimate that the manager of the restaurant, HARGRAVES, was extremely reliable and LOMAX, along with Mr. and Mrs. HURST, would be in the "excellent reliability" class. HARGRAVES appeared to be around 48-50 years old and seemed to be very conservative. He was conscientious because of his high position (manager in a very reputable restaurant) as was indicated by his refusal to report his sighting because of the fear that someone would think he was "crazy."

SUMMARY:

Since several reliable witnesses heard the same noise that SMALL and COHEN reported in connection with their UFO on 26 October 1958 (around 2230 EST), it can be assumed that the sighting did actually occur as related except for the distances described. It can safely be assumed that the sighting on the following night 27 October 1958 was also reliable because of the four observers involved.

Upon visiting the bridge and surrounding area where the UFO was sighted, the following observations were made by the investigator:

The bridge is a double-arched, steel-frame construction with a concrete road bed. It has a fresh coat of dark green paint and is about 40 feet high at the maximum height of each arch. The whole bridge is about 500 feet long (0.1 mile) and the point at which the UFO was first seen must have been 3/4 mile or possibly a mile away and not 300 yards as reported.

There was no usual meterological activity in the area, no thunderstorms and the weather was quite clear. Visibility at Friendship International Airport was 20 miles at 0100 EST, 27 October 1958.

The height of the observation, about 150 feet, precludes the possibility of the object being an aircraft.

Natural fluorescent gases, etc., can be ruled out due to the noise involved. No special projects are known to be operating in that area.

As far as this investigation has gone, this UFO remains unidentified.

Bert R Staples
BERT R. STAPLES
2nd Lt., USAF
Investigating Officer

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EXTRACT FROM RUPPELT'S BOOK

No story of the UFO would be complete without describing one of these unknowns, so here's one exactly as it came out of the Project Blue Book files:

> "On 31 October 1958, this Center received a TWX reporting an UFO near Lock Raven Dam. A request for a detailed investigation was sent to the nearest Air Force Base. The following is a summary of the incident and subsequent investigation:
>
> "Two civilians were driving around near Lock Raven Dam on the evening of 26 October 1958. When they rounded a curve about 200 to 300 yards from a bridge they saw what appeared to be a large, flat,egg shaped object hovering about 100 to 150 feet above the bridge superstructure. They slowed their car and when they got to within 75 or 80 feet of the bridge their engine quit and their lights went out. The driver immediately stepped on the brakes and stopped the car. Attempts were made to start the car and when this was unsuccessful they became frightened and got out of the car. They put the car

between them and the object and watched for approximately 30 to 45 seconds. The object then seemed to flash a brilliant white light and both men felt heat on their faces. Then there was heard a loud noise and the object began rising vertically. The object became very bright while rising and its shape could not be seen as it rose. It disappeared in five to ten seconds.

"After the object disappeared, the car was started and they turned it around and drove to where a phone was located and contacted the Towson Police Department. Two patrolmen were sent to meet them. The two men told the patrolmen of their experience. The witnesses then noticed a burning sensation on their faces and became concerned about possible radiation burns. They went to a Baltimore Hospital for an examination. Both witnesses were advised by the doctor that they had no reason for concern.

"An extensive investigation was made concerning this incident. However, no valid conclusion could be made as to the possible nature of the sighting and it remains unidentified."

26 October 1958 - Loch Raven Dam, N. of Baltimore, Md.

On 29 October '58, the ATIC received a message relating the sighting of an UFO at an area north of Baltimore, Maryland. ~~A message was sent to and~~ Andrews AFB was requested to make a complete investigation of the incident. In the meantime, a call was made to the Naval Air Station at Lakehurst, N.J. to determine if there were any Navy blimps in the area, with negative results. The Assistant operations officer did say that two large advertising balloons with cables attached had broken loose from New York ~~[illegible]~~ City area and was reported ~~to~~ be in Lakehurst area. However, he did not know the exact date this incident occured.

OLdField 74411 - NAS LAKEHURST, N.J.

ext 233 ZP-3 } squadrons — ops. Comdr H.R. Beecham
" 668 ZW-1 } ext 316

Was notified by NAS asst. ops. officer two advertising balloons broke loose from outskirts of N.Y. City. Was reported in Lakehurst area. Date unknown. These balloons were reported to have cables attached.

Andrews AFB has conducted invest. of Baltimore sighting. Handled by Maj. Watkins, ext 87775 Andrews. Baltimore Sun is on Wash. Back. Maj. Byrnes wishes Maj. Watkins to be contacted and all information possible gotten from him. Maj. Byrne would like to have some sort of conclusion today so he can give the news papers something.

MAJOR WATKINS ↓

Baltimore weather was overcast all day untill it cleared between 2100 and 2200 EST. Winds at 2200 EST was WSW at 9 knots

03302 260d-

CLASSIFICATION (SECURITY INFORMATION when filled in)

SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY Commander, 1001st Air Base Wing, Andrews Air Force Base	REPORT NO. IR-01-58	PAGE 1 OF 1 PAGES

EXPLANATION OF PHOTOGRAPHS

Photograph number 1 was taken from the point on the road that SMALL and COHEN first sighted the UFO. The distance from this point to the bridge is about 3/4 mile to 1 mile (due East from road to bridge).

Photograph number 2 was taken about 300 yards from the North end of the bridge.

Photograph number 3 was taken at the North end of the bridge at the point where SMALL and COHEN claimed their car failed to function. This is about 75 to 80 feet from the bridge structure.

Photograph number 4 is a shot from the South end of the bridge.

Photograph number 5 was taken from the South end of the bridge. To give an idea of the height of the bridge the person in the picture is 5' 10" and the top of the hat would be about 6' from the road bed of the bridge. Judging from this the first upright girder would be about 21 feet high.

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FOREIGN TECHNOLOGY DIVISION,AFSC

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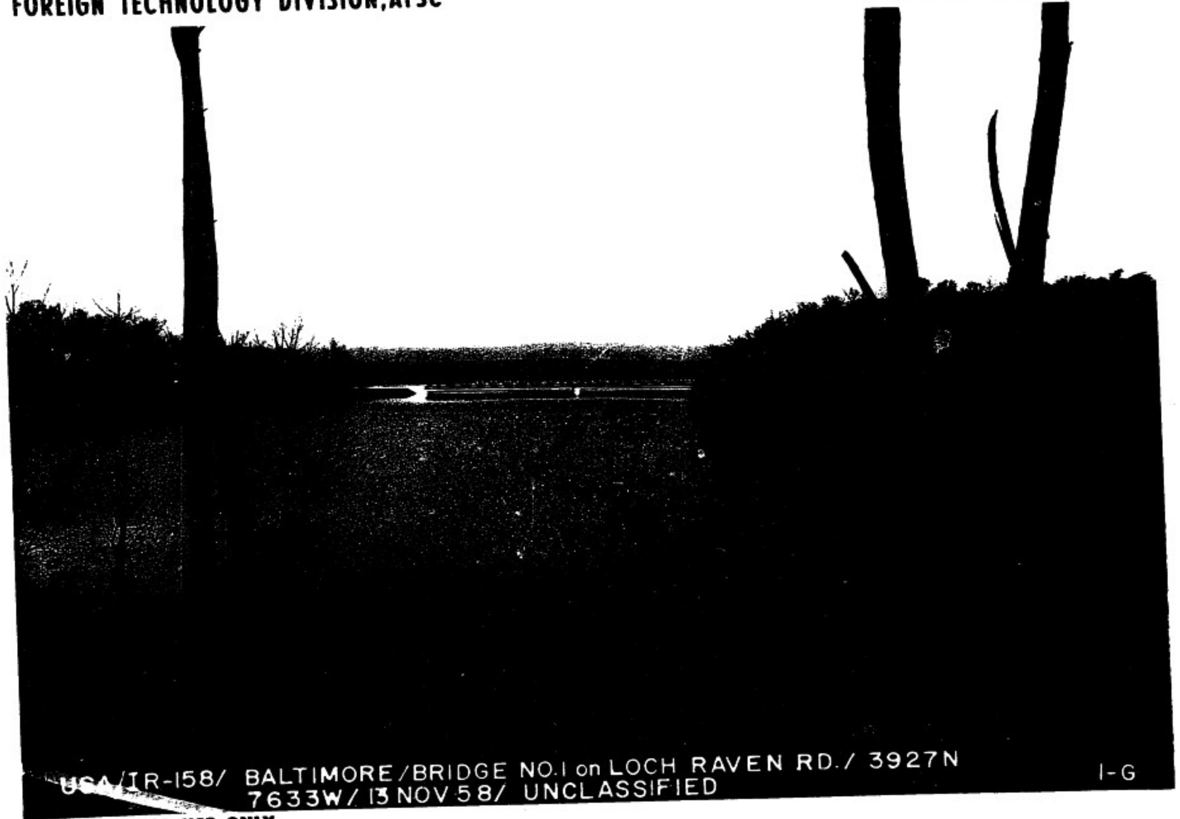

USA/IR-158/ BALTIMORE/BRIDGE NO.1 on LOCH RAVEN RD./ 3927N 7633W/ 13 NOV 58/ UNCLASSIFIED

1-G

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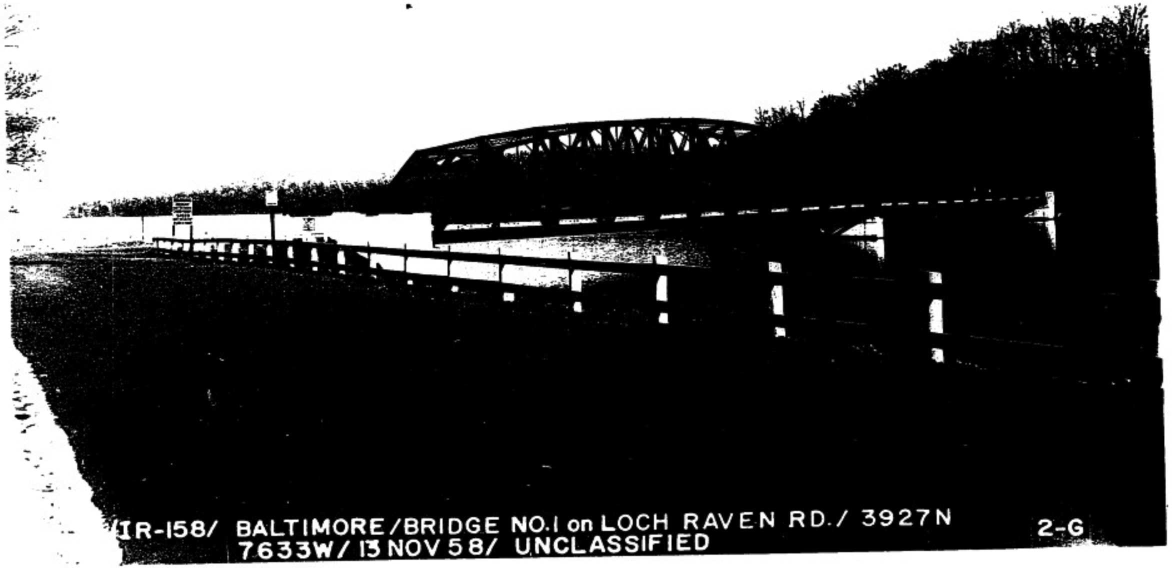

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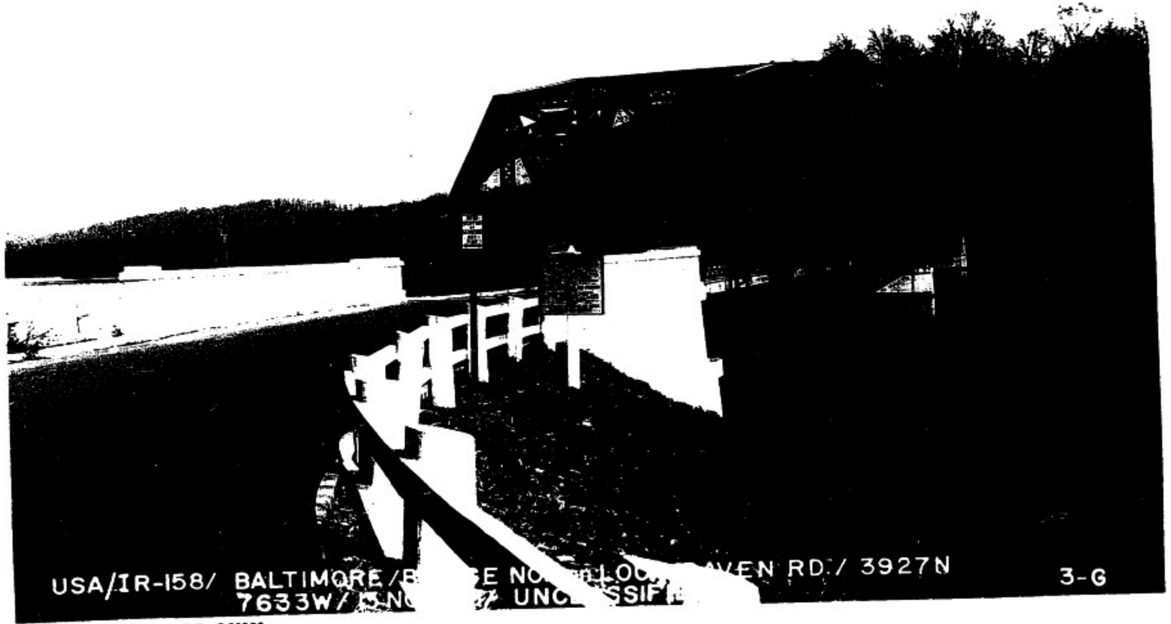
7633W/ 13 NOV 58/ UNCLASSIFIED

2-G



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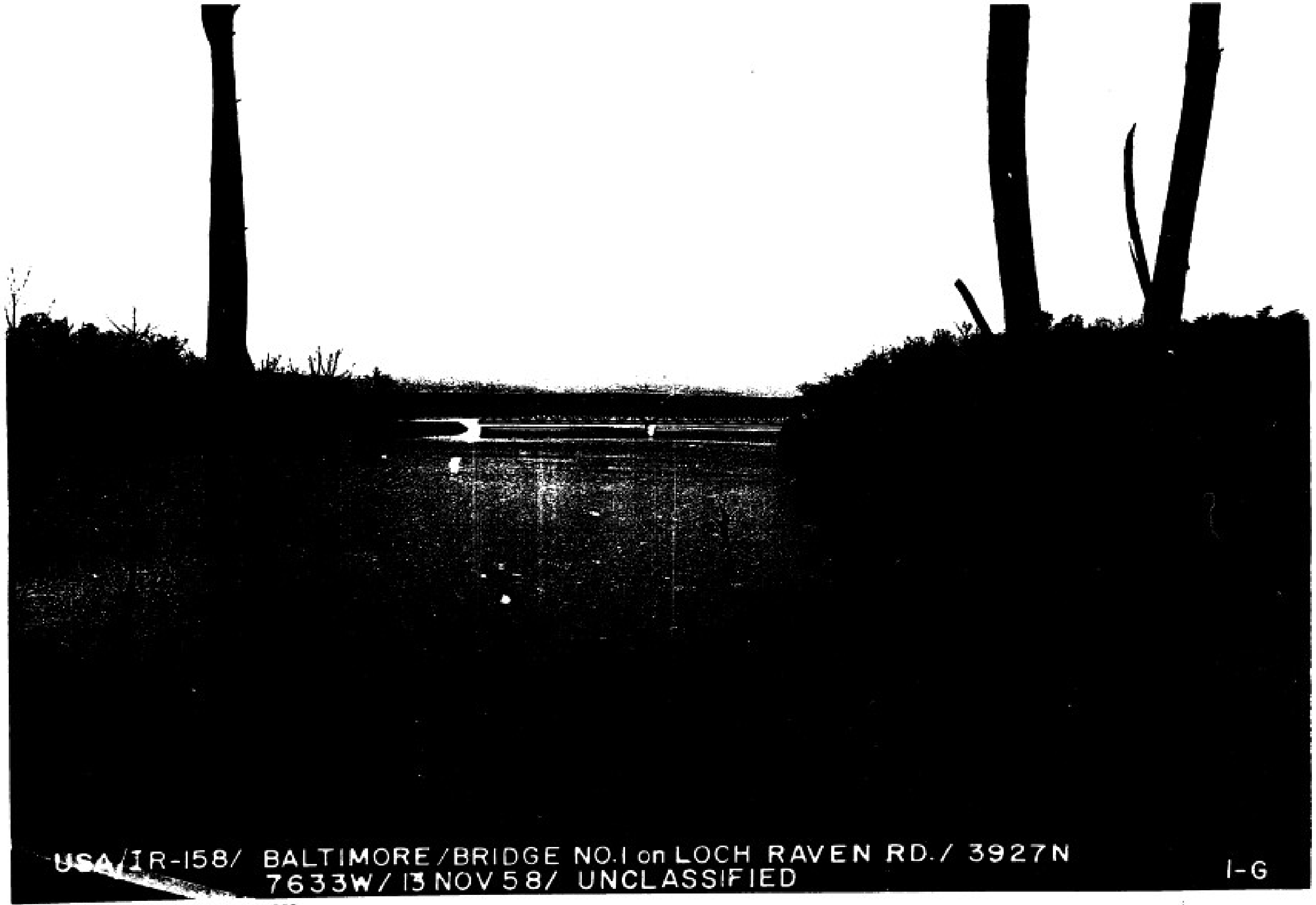
7633W/ [illegible] N[illegible] UNC[illegible] SSIF[illegible]



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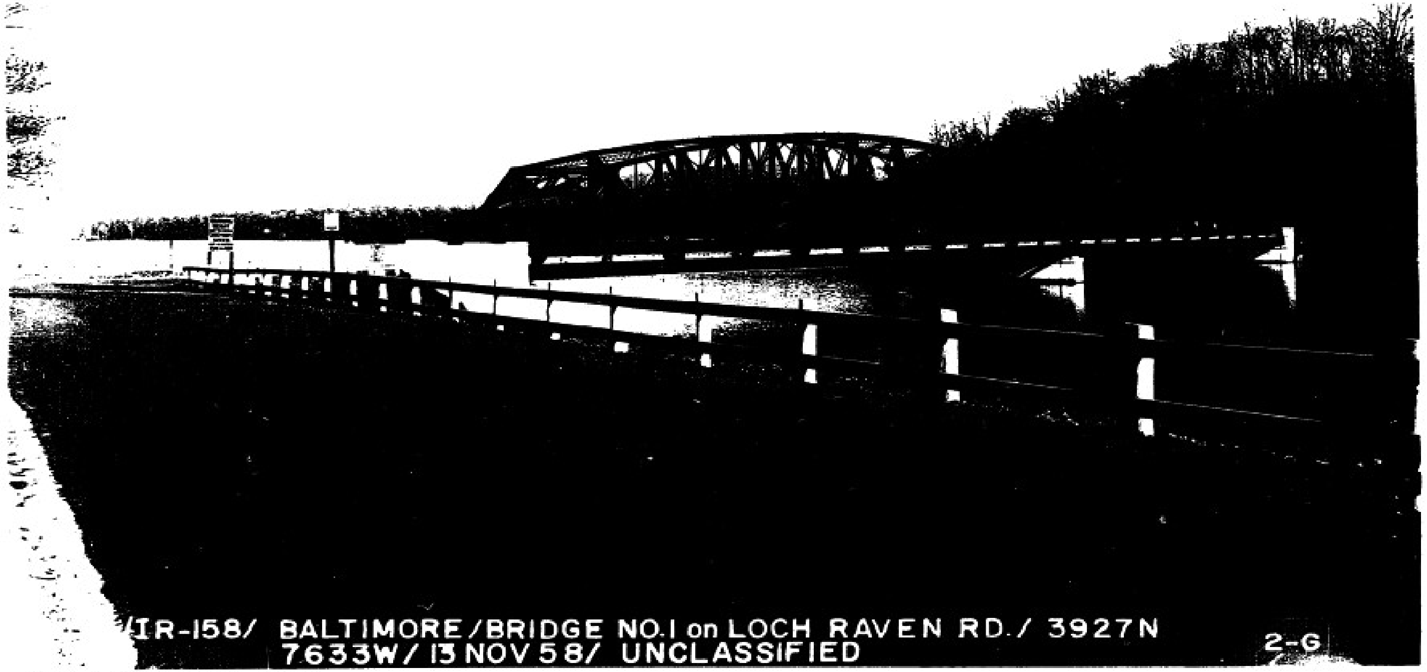
7633W/ 13 NOV 58/ UNCLASSIFIED

1-G



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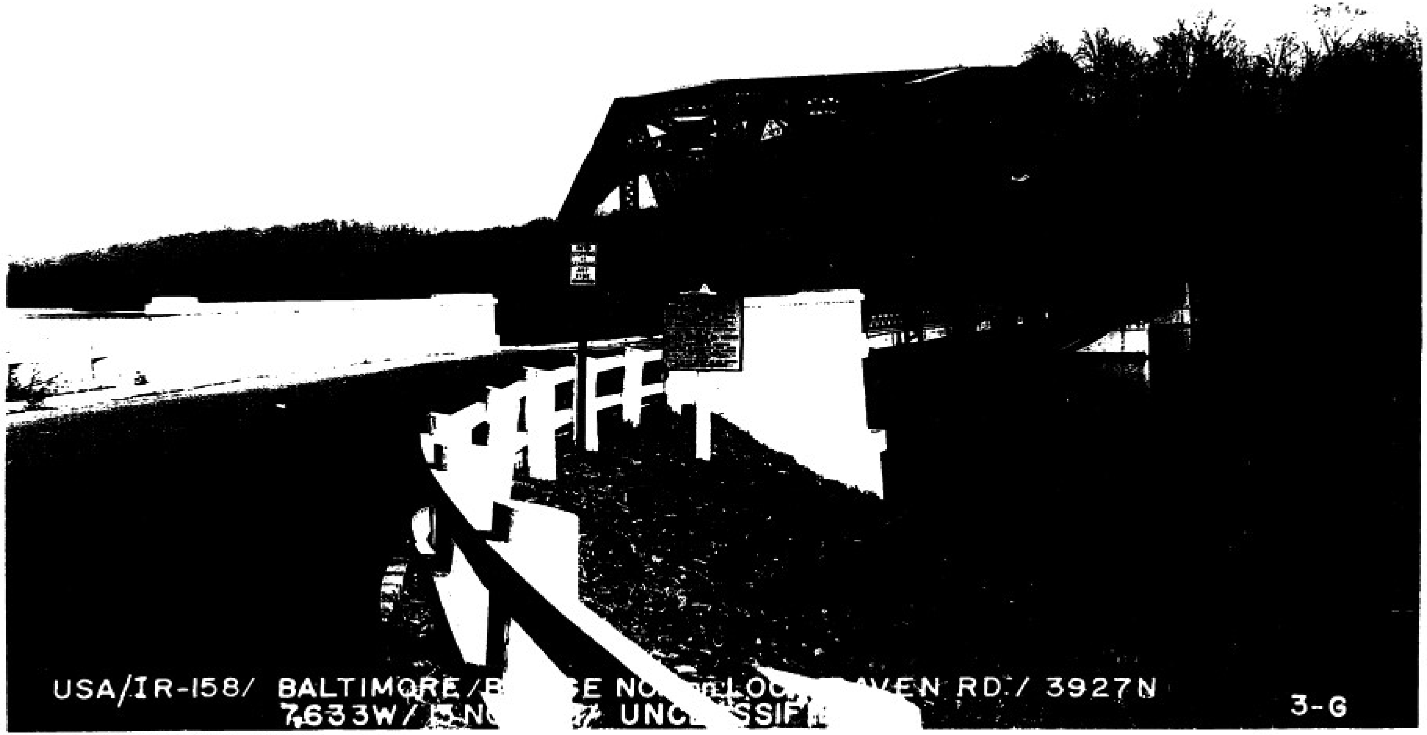
2-G



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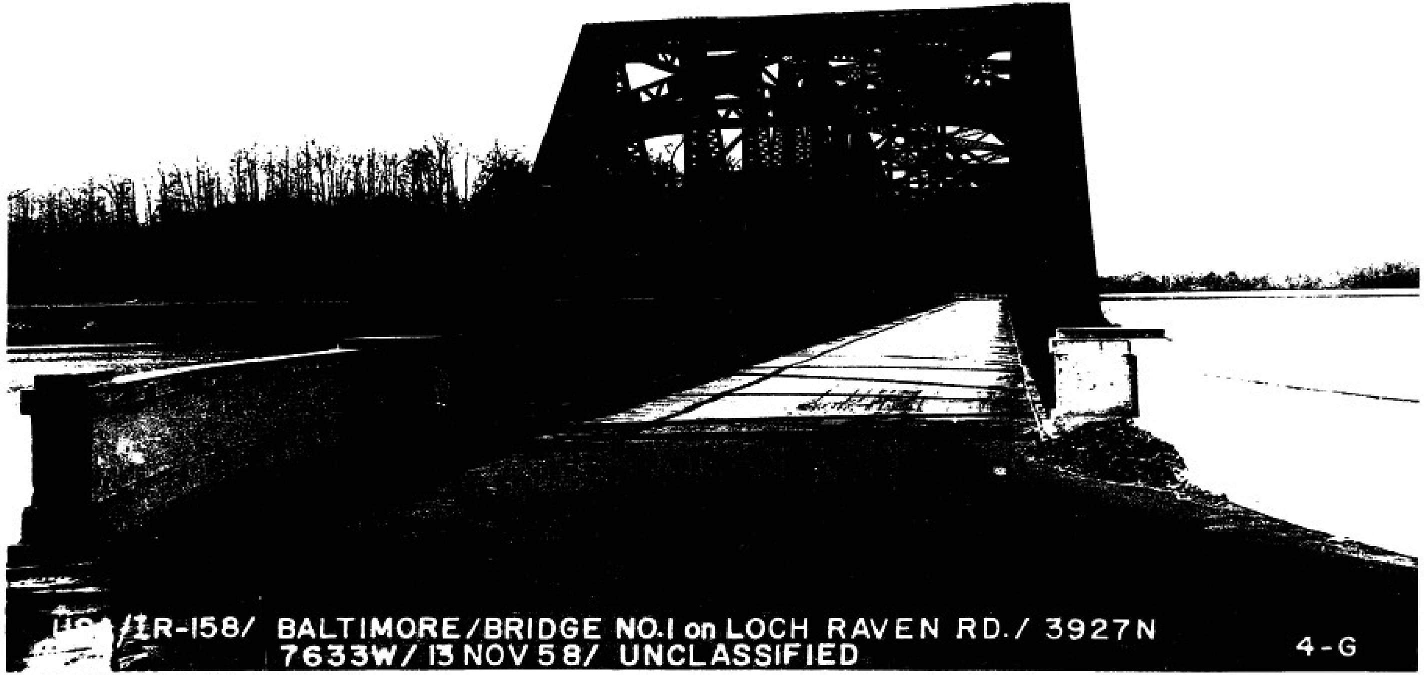
3-G



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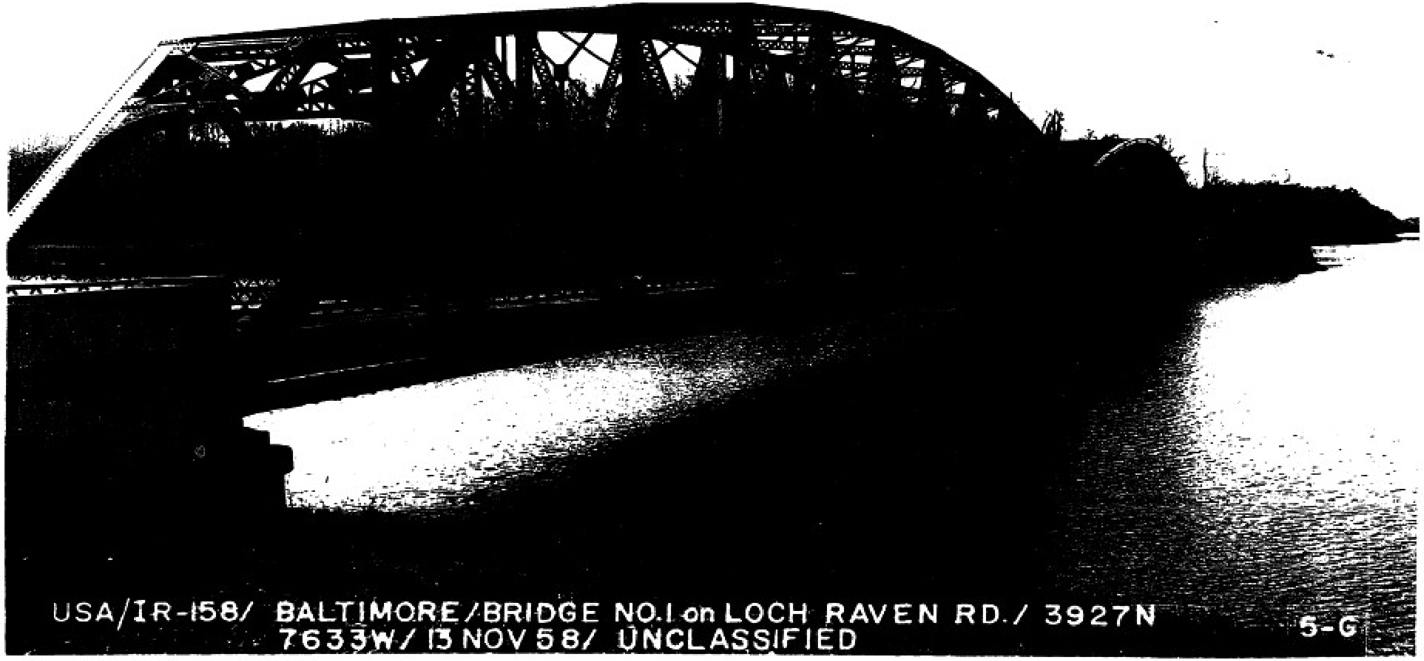
4-G



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5-G